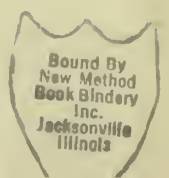




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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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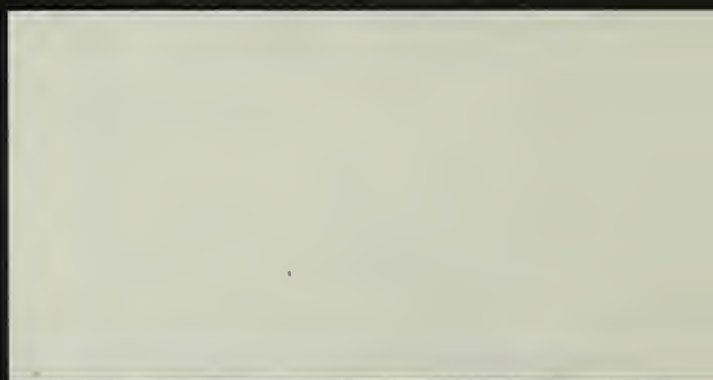
NAVPERS-O

JANUARY 1951



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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1951

Navpers-0

NUMBER 407

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The Chief of Naval Personnel

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• FRONT COVER: Recruits off to a flying start on the horizontal ladder are sure to develop unused muscles during their 10-week training period at Great Lakes NTS.—Photo by Ralph F. Seghers, PH2, USN.

• AT LEFT: Navymen on the staff of Commander Middle East Force appraise souvenirs for sale in a Bahrein Island bazaar during a visit of the Middle East Force flagship to the Persian Gulf port.

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated.



Testing the Ships of Tomorrow

WHEN *uss Midway* (CVB 41) slid easily down the ways and into the water for the first time at Newport News, Va., in September 1945—the first in a new class of giant aircraft carriers—many questions about the ship remained unanswered.

That's the way it always is with a new ship. One of these questions about *Midway* was this: How would the first of the world's largest carriers take rough weather? Would she take green water over her bow in even moderately nasty weather?

This question was a very important one in the minds of the ship's designers. In order to fit *Midway* with a steel flight deck that would enable her to land larger planes than had ever been landed on a carrier before, it was necessary to construct the flight deck relatively closer to the level of the water than the flight decks of other carriers.

Midway, like all warships, was a compromise of many factors: speed, firepower, armor, maneuverability,

comfort, among others. In her case, the designers had sacrificed some freeboard for the heavier flight deck and greater stability.

But as every sailor well knows, with less freeboard there was more chance to ship green water in a rough sea. To date, actual operations in rough water have not provided *Midway's* skipper with the full answer to the question of the green water. But the Navy is confident that the big carrier will not ship too much. Why so confident? Simply because the Navy has in its pocket a fully documented prediction to that effect from the David W. Taylor Model Basin, the Navy's experimental ship design testing center.

The Taylor Model Basin, an important but little-known Navy activity directed by the Bureau of Ships, is a collection of the finest equipment in the world for diagnosing how a ship will act and what it will do before the ship itself is little more than a gleam in some designer's eye.

If this prediction about *Midway* is as close to actual fact as other Model Basin predictions, the Navy has no cause for worry. In the ten years of its existence, the Model Basin has come up with some remarkable predictions.

It was able, for instance, to foretell from experiments with model carriers of the *Essex* class that these ships could be maneuvered to squeeze through the Panama Canal safely in spite of the capricious behavior to which all ships are subject when passing through restricted channels.

When the 680-foot battleship *Alabama* (BB 60) was launched in the cramped waters of Norfolk harbor, Model Basin engineers were able to prescribe correctly the number and type of bracing devices such as anchors and chains necessary to restrain the ship from going aground on the mud flats opposite the launching site.

When the Navy needed an esti-

mate of the amount of damage which would be done to its ships by the atomic bomb explosions at Bikini, it called on the Model Basin. For this job, Basin engineers built an entire fleet of miniature ships from thin brass sheet metal to represent the target fleet.

The tiny ships were set afloat on a specially prepared test pond and a charge of TNT, molded in such a fashion that it would throw up a wall of water similar to that produced by the real bomb (but only one-ten millionth as powerful), was exploded at the desired depth. The results of this test came within six per cent of the actual damage later done to the Bikini ships.

Predictions such as these are not lucky; they are the result of years of experience, clear thinking and plenty of hard work. If such predictions seem to be the next thing to magic, it is because the science of ship model testing has made such tremendous strides.

Headquarters of the Navy's model testing program—for that matter one of the focal points of basin work in the world—is the Taylor Model Basin. The Basin was named for Rear Admiral David W. Taylor, CC, USN (1864-1940), a brilliant naval architect who was one of the first to see the potentialities of using miniature models to predict the true characteristics of an actual full-size ship.

The ship experiment center is snuggled in an out-of-the-way spot in the Potomac River valley, 12 miles from downtown Washington, D. C., at Carderock, Md. In its spotless white buildings are the following facilities: the main model basin itself—looking like a huge canal with a roof—fully a half-mile in length and capable of holding 23,000,000 gallons of clear, fresh water; four smaller test basins; two water tunnels; one circulating water channel; and a transparent water tank; not to mention four wind tunnels, an open air test pond, two explosion pits and several machines for testing structural models.

In the huge, dark cavern that encloses the water basins, a scaled-down model of a ship—a model that faithfully follows every twist and curve of the proposed hull—can be floated out, delicately attached to a carriage that rolls along perfectly aligned tracks set in the concrete sides of the basin, and put through a



BALLASTING model for self-propulsion test, a technician adds weights to submerge hull to load waterline.

series of intricate and exacting tests which will disclose to trained engineers many characteristics of the ship-to-be.

Tests can predict all these things: speed, turning circle, rate of turn, critical angle before capsizing, amount of yaw in a heavy sea, effect of high winds, effect of rough waves, even how the ship will launch. All these things and more can be foretold before the ship itself is out of the blueprint stage.

Recently, for example, the Model Basin received a rush order to alter for a particular job a vessel which would turn around in a very tight circle. The only question was how to alter it.

Several ideas were proposed: attach a bow rudder, put twin rudders on the after end, change the screw arrangement.

Model Basin men turned to on the problem. A model of the craft was constructed. Experiments with the model quickly confirmed the engineers' guess that a large bow rudder would do the trick. Further tests re-

sulted in a prediction of the minimum turning circle needed by such a craft.

As a result of this double-quick research job (it was completed in less than two weeks), a rudder of the type recommended was manufactured and placed on the ship. No major alterations were necessary and the Navy got what it wanted—a ship that could turn on a dime.

The vast majority of ship design problems that the Model Basin is called upon to solve, however, are not answered in a few short days or in such dramatic fashion. Most answers come only after hard work based on years of accumulated experience in shipbuilding and model testing; (the Navy first began testing models about 1900) and after the expenditure of plenty of brain power on the part of Basin engineers, physicists and technicians.

When the Navy decides to build a new class of ship like the *Midway* class, the proposed ship first takes shape on a drawing board in the Bureau of Ships. Here, skilled en-



SAWDUST and paint smells mingle in workshop where experienced craftsmen create ships of tomorrow. Sides must be smoothed to a hundredth of an inch.

engineers and draftsmen rough out the basic design, an overall pattern which reflects the characteristics the Navy desires in the new class. This is the "preliminary design."

The job of the Model Basin is to take this preliminary design, build a model of the ship from the blueprint and prove that the ship will behave as expected — or recommend improvements that will make it better.

When a particular job problem comes to the Carderock Basin, it is first talked over in conference. The commanding officer of the basin calls in his experts and lays the problem before them to be studied and discussed. Next, a general test program is mapped out and a series of tests arranged to provide the required answers.

Let's follow the midget *Midway* through the Model Basin. The model comes to life in a long, sunlit workroom strong with the smell of sawdust and paint. Setting to work with two-inch slabs of pine, workmen rough-shape the slabs and carry them to a giant press where they are laid one upon another like an over-size multi-decker sandwich. Each layer is given a hot coating of waterproof casein glue and pinned to the layer beneath it with wooden dowels.

When the resulting "block" is built up, the press bears down with more than a million pounds pressure to cement the whole firmly.

After 16 hours the 20-foot block is

removed from the press and placed upside down on a "profiling machine," whose high-speed cutters trim it to the approximate form of the model. Careful craftsmen then do the final shaping with planes and sandpaper, smoothing the model's lines to a hundredth of an inch.

Finished and painted battleship gray, the model has its center hollowed out to accommodate instruments, an electric motor and propeller shafts which will be installed for the later power tests. Completed, it is a thing of beauty, a perfect replica of the hull of a ship of the future, the dream of a small boy.

On completion, the pint-sized *Midway* is floated to the deep water testing basin and hitched underneath the testing carriage. This carriage is an odd-looking contraption. It looks like a small bridge placed athwart the basin and set on wheels. It is a maze of pipes, electric panels and lighted dials, each of which has a particular job to do in recording the behavior of the model on its trip down the basin.

You can climb aboard this bridge-like carriage for the test run. The basin water is mirror-still. Not a speck of dust mars the surface. The tunnel ahead looks like the dark interior of the Holland Tunnel, only with water. The light is artificial; there are no skylights or windows. (Artificial lights prevent the growth of underwater algae.)

The 85,000-pound carriage,

which draws its power from overhead power lines, starts up with the smoothness of a new locomotive and zips down the basin at a steady 15-knot clip. Under the carriage you can see the model *Midway*, knifing through the water.

Cameras and special instruments called dynamometers, each with its panel and dial, record the performance. On the hull itself, bits of chemical solution exude from tiny holes on the hull surface and streak sternward, marking "flow lines" or "stream lines" as they go. These flow lines will be used to place the "hull appendages," such things as bilge keels, skegs and rudder assembly.

The above test is termed the "resistance test." Next, comes the "power test." In this one, the model propels itself through the water under its own power, its model engine and screws pushing it along the basin. Machining the tiny propellers to the proper smoothness and shape is an art in itself. In the *Midway* tests, a total of seven propellers were tested, some three-bladed, some four-bladed and others five-bladed.

From these test runs, engineers can calculate exactly how much horsepower will be required to push the actual *Midway* through the water at the required flank speed. The experts can also determine what propeller arrangement is best designed to propel the ship with the greatest efficiency and least vibration.

Following the resistance and



HOLLAND TUNNEL? No, just the model ground rolls length of basin, carrying in-

power tests, other tests may also be run, tests which will tell the BuShips designers even more about their brainchildren and how they will operate.

One of the additional tests run on *Midway* was the turning test. This is an interesting one to watch. It requires an elaborate set-up and is done, strangely enough, in almost complete darkness.

For the test, the model gets a rudder to go with its engine and props. The rudder is remotely controlled by radio signals. Two small, blinking lights are fitted fore and aft on the model.

In the darkness, the model propels itself down the straightaway basin and into a J-shaped turn. When it reaches the turn at the desired speed, the radio operator kicks the rudder over to a certain angle and the model commences to swing.

As it turns, a motion picture camera mounted above the moving model records the blinks of light. These light flashes, recorded on film, describe the turning circle of the model and tell the experts the prospective ship's turning circle, transfer, advance and time to turn.

Other tests are almost as ingenious. In the artificial wave test, the model is pounded with man-made waves to determine its seaworthiness. In the circulating water channel test, the model is held stationary while gallons of water flow past it at speeds up to 10 knots and eagle-



EXPLOSION rends the still surface of the testing pond. Here Bikini target ships were tested to determine how they would withstand shock of an atomic burst.

eyed cameras record its every movement.

In the wind tunnel test, ships such as carriers are placed in a wind tunnel where the wind characteristics across the flight deck can be determined. Other tests include the rudder torque test, wake survey and freeboard test.

Results from all these tests are sent back to the design section of BuShips where they are used to alter the original design of the ship if necessary. In the case of *Midway*, the final hull shape was a result of the work of both BuShips and the Model Basin. The final bow form was basically BuShip's design; the stern design grew out of Model Basin experiments.

Incidentally, a Model Basin record was set with the testing of the *Midway* models. It took only 11 days from the time the President authorized the construction of the *Midway* class to the completion of the model tests necessary to provide all the data needed by BuShips.

How does the Model Basin know that its predictions are turning out right? Simple, it checks them by going aboard the ship when it is built, and compares notes.

Engineers can check most of their predictions; tactical characteristics, speed, propulsion efficiency, effect of wind and current, effect of rough and shallow water, amount of vibration, and others. In this way they can confirm their answers or make

minor corrections for the next time.

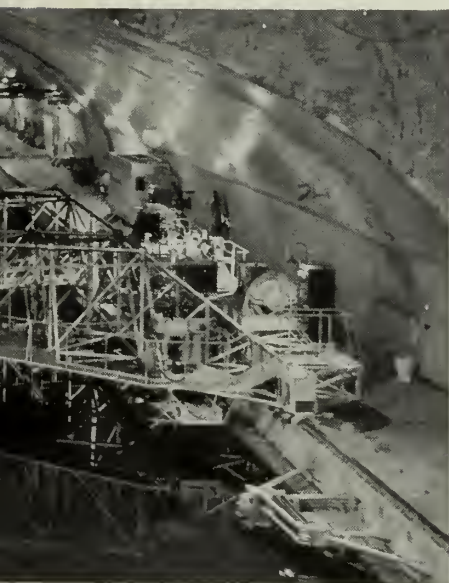
A visitor to the Model Basin today can watch the Navy of the future flashing before his eyes. As might be expected, however, a great deal of the work being done on ships of the future is being kept quiet.

It is possible to say, though, that much experimental work is being done on submarines of various types. Model Basin engineers and BuShips designers are especially proud of the work they have done to determine just how strong a submarine hull must be to withstand the pressures under the ocean.

In the old days, submarine builders had only a rough idea how much steel to put into a sub's hull to prevent it from collapsing like an egg-shell when subjected to deep-water pressure. Playing it safe, they made hulls stronger than necessary.

Experiments at the Model Basin have greatly reduced this so-called "factor of ignorance." As a result, submarine hulls can now be constructed lighter, yet strong enough to withstand any pressure they are intended to meet. Weight that is thus saved can go into increased armament and speed.

Another series of tests performed at the Model Basin has resulted in a new tripod mast of aluminum for destroyers. Several of the new masts have now been placed on fleet destroyers. The new-type mast is lighter and can carry a greater load



basin. The elaborate carriage in the foreground carries instruments that measure forces on models.



ELECTRONIC devices are used to produce exact measurements. Scientist checks out one of many such devices.

than the old, hollow-steel mast. It also has better vibration characteristics.

One of the beauties of the Model Basin technique of developing ship shapes is that it is many times cheaper and more feasible to experiment with a model than with the real McCoy. A scientist's brainstorm can be taken, translated into a model and evaluated. If the idea proves sound, a full-scale ship can be built or the idea may simply be labeled "Excellent" and put on a shelf for future reference. With a full-scale

ship, this would be impossible or too expensive.

To keep one jump ahead of a possible enemy, our weapons must be continually modified and improved. For new ideas on the sea and under the sea, the Taylor Model Basin is a prime testing ground.

Model Basin men will go far to prove a point. Once, a man even went to the bottom of the sea. It was in shallow water off Key West. A Model Basin engineer, self-consciously wearing a diver's suit, was lowered to the bottom so he could watch and take pictures of a PT boat's bottom.

The idea was to get pictures of the flow of water over the boat's underside. To do it, a camera was strung on cables stretching between two launches on the surface and low enough in the water so the PT boat could pass over it.

The camera had a lanyard on it, and the lanyard was pulled by the engineer who took his place on the ocean floor where he could watch the PT zoom back and forth over his head. Each time it zoomed, he clicked the shutter.

Although the experiment wasn't a complete success, it proves that Model Basin men will go just about anywhere in search of the right answer. Incidentally, this man, after his short tour of duty on the ocean bottom, was only too glad to get back to his models—it was drier.

But dry or not, the Model Basin proved its worth many times over



BOW WAVE thrown up by model at high speed is observed by engineer riding the rails beneath the carriage.

in World War II alone. In its basins were tested scores of ship types which later were developed into full-scale, potent fighting ships of the Fleet.

Today, with World War II behind it, Model Basin engineers and designers are eyeing the future. With every day's work they are fulfilling their mission—to ensure that for any future emergency, the U. S. has warships which can go farther, move faster, operate deeper and which pack a greater wallop than the ships of any other nation.



PROFILING a hull, workman takes off the rough edges. Right: Technician holds model of ship used in Bikini tests.

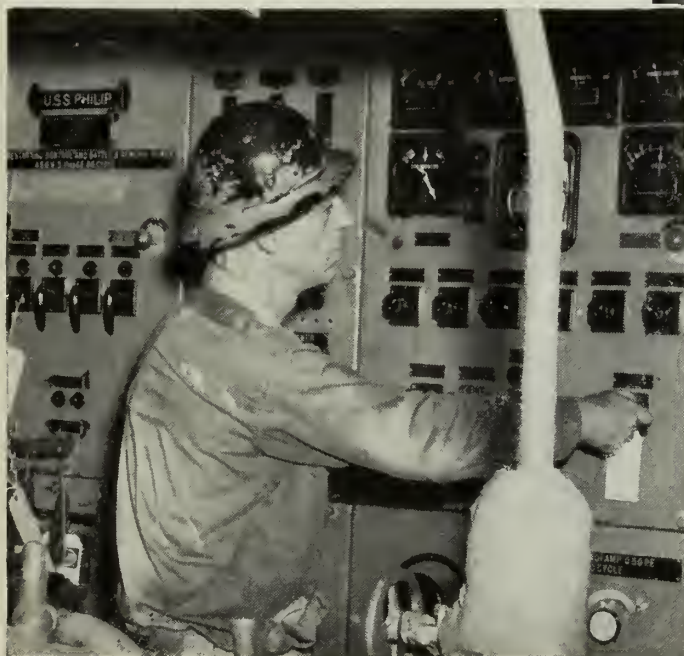
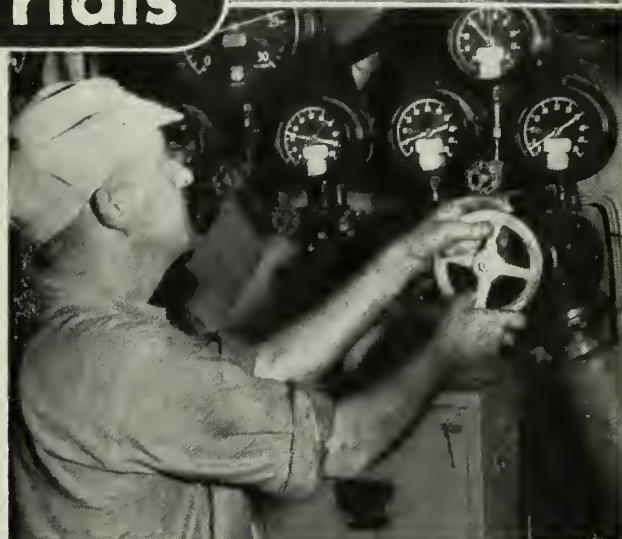


Hunter-Killer Trials

FORMERLY a DD with a war record, *uss Philip* has been taken out of mothballs, converted to a hunter-killer DDE and placed back on active duty once more.

Before she was ready again for action, however, the usual strenuous sea trials were necessary. Engineers climbed about the ship probing and testing each piece of equipment. Climax of the test scheduled was the "crash-back" test—engines thrown full astern from flank ahead.

STIFF TRIALS are given *USS Philip* (DDE 498). (Clockwise from upper left)—Testing the smoke generators. Pair of engineers run vibration studies. On watch at the auxiliary condenser pumps. Men observe the rough "crash-back" test. Electrician checks distribution panel.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **ENLISTMENTS**—The Navy is obtaining all of its enlisted personnel through voluntary enlistments. None is being obtained through Selective Service.

The Navy pointed out this fact after receiving numerous requests from civilians who were of the incorrect opinion that after they were drafted they would be given the opportunity to join the service of their choice.

• **PUBLIC DISCUSSION** — The Navy's policy regarding public discussion of other branches of the U. S. military forces has been outlined and reemphasized.

Alnav 126-50 (NDB, 15 Nov 1950), reads substantially as follows:

Members of the naval service are frequently called upon to discuss their own branch of the service in public utterances and in writings intended for publication. Their remarks may extend to the subject of the other branches of the armed services. The Secretary of the Navy

desires that in such instances no member of the naval service utter any comment reflecting adversely upon, or belittling the role of, any other branch of the service. In general, he desires that discussion in public of matters which might be controversial between the services be avoided. Appreciation and understanding of the importance of the role of each of the several services will best promote teamwork.

Obviously, it is impracticable to define "controversial matters" specifically in this connection. Circumstances and good judgment will generally dictate what utterances might be objectionable. In case of doubt, proposed comments may be submitted to the Secretary of the Navy (Chief of Information) for prior clearance.

Prospective speakers and writers should also refer to Alnav 40-49, (NDB, Cum Ed, January-June 1949), which is still effective, and especially to the following paragraph:

"Both military and civilian person-

nel are enjoined expressly against unofficial disclosure of information, classified or unclassified, which may be interpreted as so-called 'leaks,' designed to inspire publicity on inter-service policy questions. It is emphasized that it long has been and continues to be the official policy of the Navy Department not to give public expression to comparisons of military performances which may be prejudicial to the national security." Further, the new directive points out, the Navy cannot support policies of organizations, which are not in consonance with the policies outlined in Alnav 40-49 and 126-50.

• **BAQ AND ABSENCE**—Any basic allowance for quarters to which an enlisted person with dependents is otherwise entitled will no longer be forfeited during unauthorized absence up to two months in addition to the month in which such absence begins. BAQ allotments to dependents will continue during such period. Any overpayment which results through continuation of BAQ payments when other pay is forfeited will be liquidated when the person is restored to pay status after return to naval jurisdiction.

This information is supplied by Alnav 123-50 (NDB, 15 Nov 1950). The directive states that the above provisions are applicable as of 1 Nov 1950. It gives instructions regarding cases where unauthorized

New Dog-Tag Device Tells You How Much Radiation You Have Absorbed

A "dog-tag" dosimeter, the latest and the best in a line of devices which first gained prominence at the Bikini tests of 1946, has been developed.

A dosimeter, as any sailor who climbed aboard one of the radioactive target ships knows, is a small device which determines the radiation a man has absorbed.

The new one—successfully developed but not yet issued to the Fleet—is a marked improvement over two older types: the film badge and the ion-chamber pocket-type.

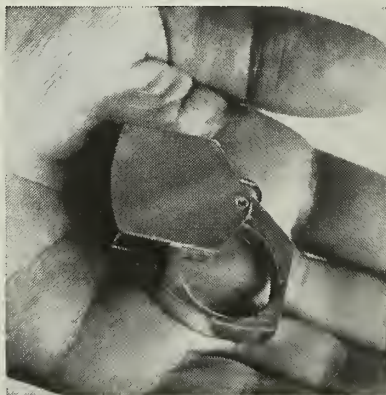
This clever gadget gets its name from the fact that it is worn around the neck in the same fashion as the World War II dog-tag. Briefly, it has several advantages:

- It should last for the lifetime of the individual.

- It adds up a person's cumulative dose.

- It is easy to wear.

- It gives an accurate reading.



LATEST wrinkle in radiac instruments is this locket-size dosimeter, which keeps you from getting too 'hot.'

- It is cheap to manufacture.

When radioactive rays hit the dosimeter, they are absorbed by a special phosphor or crystal which was developed for this purpose in the Navy's top crystal lab (ALL HANDS, April 1950, pp. 14-15).

Making use of this principle the dosimeter is inserted in an "auxiliary reader" like a coin into a slot machine and bathed in "blacklight" (near-ultraviolet). The glass glows a bright orange. The intensity of the orange light indicates how much radiation has been absorbed by the glass and therefore also by the body of the wearer.

Navy radiac authorities are enthusiastic about the new dosimeter and say that it will eliminate many of the disadvantages of the old ones. Plans for shipboard issue will be announced later.

Directive Covers Admission Of Alien Wives, Children

Naval personnel who have married aliens while on foreign duty or who are contemplating an international marriage will be interested in BuPers Circ. Ltr. 174-50 (NDB, 15 Nov 1950). It quotes extensively Public Law 717, 81st Congress, and especially the portion regarding admission to the U.S. of certain alien spouses and unmarried children.

absence began on or before 1 Nov 1950, and considerable other administrative information.

BAQ will be forfeited from effective date of general courtmartial sentence involving total loss of pay and allowances. Details concerning time of stopping such allotments are given in the Alnav.

• **CORPSMEN COURSE**—A new basic course for prospective hospital corpsmen is now being conducted at the Hospital Corps School, Naval Hospital, Portsmouth, Va. This brings to three the number of Navy schools in which such Class A training is offered.

Subjects making up the school's curriculum are anatomy and physiology, first aid and minor surgery, nursing and dietetics, hygiene and sanitation, and materia medica—study of drugs. The course is eight weeks long.

Graduates will be certified as hospital corpsmen and will be distributed to the Navy's hospitals for duty and additional instruction. The other two schools where non-rated men are offered the fundamentals of medical knowledge are located at Great Lakes, Ill., and San Diego, Calif.

• **EXAMS CANCELLED** — All written professional examinations for promotion of officers are cancelled until further notice. Officers concerned will be examined on their records unless they object to this type of examination.

In cases where a naval examining board finds an officer's record inconclusive, the board may take such action with regard to further examination as circumstances in the in-

dividual case may warrant. This may include arranging for a personal appearance of the officer before the board, but is not restricted to that action.

This information is given in Alnav 127-50 (NDB, 15 Nov 1950). Officers scheduled for reexamination or delayed examination at the time the directive was issued must complete them as previously scheduled.

• **WATCH WATCHES**—If you're thinking of buying a waterproof watch one of these days, you'll be a smart sailor to proceed with caution. A sharp upswing in the demand for such timepieces has resulted in some very inferior products being offered for sale in certain instances.

The best place to buy a waterproof watch is your nearest Navy exchange. Prototypes of all those on sale there have passed tests and inspections by competent watchmakers at the Navy Ship's Service Office, Brooklyn, N. Y.

Among inferior features found in some waterproof-type watches recently offered by manufacturers are cases of cast iron or zinc, cheap hair springs which are likely to become magnetized, and sub-standard wrist straps. There is an old legal term consisting of two Latin words—*caveat emptor*. That means "let the buyer beware." It is especially appropriate if you're planning to buy a watch you'd want to wear on a rainy night in the crow's nest.

• **METAL PENDANT**—Applications for a metal pendant may now be submitted by holders of the Commendation Ribbon issued with an individual letter of commendation since 6 Dec 1941.

Applications for this pendant may be submitted to the Commandant of the Marine Corps (DL) or the Chief of Naval Personnel (Pers-B4), as appropriate. Full name and service number or serial number should be included in applications. SecNav authorized the Commendation Metal Pendant by Alnav 39-50. Applications for the pendant were invited by a joint BuPers-MarCorps letter of 9 Nov 1950 (NDB, 15 Nov 1950).

Not more than one metal pendant may be issued to any one person. Each second or succeeding award will be represented by a three-sixteenth inch bronze star worn on the suspension ribbon.

QUIZ AWEIGH

You won't win nine pounds of best-brand bologna or a seven-day stay at Sun Valley even if you guess all the right answers to this quiz, but you'll have the satisfaction of proving to yourself how much you really know about your Navy.



1. The flag pictured at the left (white star on blue field) is a (a) broad cammand pennant (b) burgee cammand pennant (c) commodore's flag.
2. The Marine Corps flag at the right (white star on red field) is a (a) Marine Corps standard (b) major general's flag (c) brigadier general's flag.



3. The man who wears the specialty mark at the left is a (a) machinery repairman (b) tradesman (c) communications technician.
4. The specialty mark at the right is worn by (a) enginemen (b) telemen (c) machine accountants.



5. These men are (a) plotting a weather balloon sounding (b) checking a sonar-directed attack platter (c) plotting a search-type radar chart.
6. If you have answered correctly the above question, you should know that the personnel pictured are (a) radar-men (b) aerographer's mates (c) sonarmen.

ANSWERS TO QUIZ ON PAGE 53



The Snappy Seaman Guard

TEN YEARS ago, a picked group of bluejacket recruits was organized as the then designated Seaman Guard of the Naval Training Station (now Center), San Diego. Under the direct supervision of the provost marshal, the unit was vested with the vital responsibility of station security.

Disciplined to the highest peak of Navy standards and drilled to

razor-keen perfection, these boys with their white belts, leggings and helmets, have earned an enviable reputation for themselves and have brought credit to the Center.

Typical of the unit is their slogan "Individual Responsibility." It is predicated on the hard and fast fact that the Guard as a whole is no better than the worst man in it.

To be selected to serve in the

Seaman Guard is no accident. The men who bunk down in the Seaman Guard barracks are a carefully screened group from the ranks of those seamen assigned to the Naval Training Center by the 11th Naval District. From this group of seamen, those of the highest caliber are assigned to the snappy Seaman Guard unit.

Men finally selected must meet the



ON PARADE, the Seaman Guard cuts a snappy figure. Each of the Guardsmen must be at least five feet ten inches.



OLD GLORY is lofted at morning colors (left). Right: At main gate to training center, Guard gives visitor directions.

following qualifications for the 18 months' tour of duty in the Seaman Guard: The minimum acceptable height is five feet and ten inches, although the greater number are over six feet. Each man must be a high school graduate, with a better than average GCT. To the chief-in-charge, who makes all selections personally, each man must have a certain "look" and aptitude for the duty. He must possess a smart, snappy, military bearing and be enthusiastic about the idea of serving in the unit.

Men selected are moved into a special company for the guards alone. Here they are instructed in the many phases of their job. The first days in the life of a Seaman Guard are hectic. He must learn challenges, execute drills, receive instruction in small arms and judo, sit in at numerous lectures and absorb the fundamentals of his new job.

All military honors, colors, special parades and so forth are performed by the Seaman Guard, in addition to routine responsibilities of NTC security. A working day is scheduled with clockwork precision. Every minute, day or night, of the 24-hour cycle finds the Seaman Guard on duty throughout the center. And although the individual working time is no greater than that for any other branch of service, it may entail an 0200 watch on the main gate, marching in the color guard at 0800 the following morning and acting as an honor



OFF DUTY, Guards shoot a quick game of pool in their lounge (above). Below: On duty, a Guard walks his post before a pay line of training center recruits.





FLEET CHIEF, VADM Calvin T. Durgin, USN, Commander, First Fleet, inspects an honor guard on visit to NTC. Guards are picked for their military bearing.

guard for a visiting dignitary at 1400.

As for their off-duty hours, members of the Seaman Guard always find plenty to do. They are granted a maximum amount of liberty consistent with their duty schedules. In their barracks is a lounge for their exclusive use. It is equipped with comfortable chairs, radios, writing tables and 16-mm. movie projector.

They must sandwich into their liberty period hours of study for their third class advancement in rating examinations. It is mandatory that each seaman have a course book and hand in assignments at regular intervals.

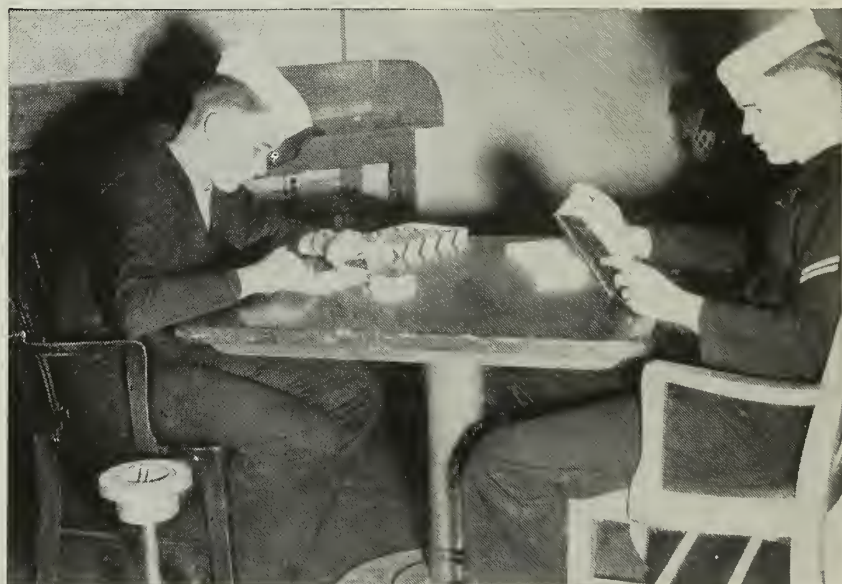
As for liberty ashore, there are plenty of places in and around San Diego to visit, extensive beaches for swimming and sun-bathing, and Balboa Park with its multitude of entertainment facilities. Only 120 miles away is Los Angeles, where one has no trouble finding a variety of things to do and see. According to one member of the Guards, "There is no better duty on the center and these off-duty hours are just what the doctor ordered."

The Seaman Guardsmen do a fine job on the center and are respected by all. They are sharp in dress, and their manners are above reproach. There are many lessons that the bluejacket has learned while serving in this capacity that he is able to pass on to his friends throughout his naval career . . . alertness, cour-

age, courtesy and constant watchfulness.

First impressions are admittedly important in sizing up a person or place. The Seaman Guards are the first bluejackets contacted when Navy officers or civilians enter the gates of NTC. It is the Guard's responsibility to greet these visitors in a snappy, military manner, thereby reflecting the purpose and objectives of the center as a whole.

The local saying, "He saluted as snappily as a Seaman Guard" is no idle statement.



AT EASE in their lounge, pair catch up on their letter writing and studying. Guards get the maximum liberty, serve an obligated tour of 18 months.

13-Year-Old Is 'Too Young'

Healthy young recruits are almost always welcome in the Marine Corps—as healthy as they come, but not necessarily as young as they sometimes come.

One almost as young as a person could be—and still fill up a Marine's uniform—turned up in Platoon 8 of the 2nd Recruit Training Battalion. He's a civilian again now, but only till he gets a little older.

The young Marine, Pvt Eugene G. Erickson of Los Angeles, was supposed to be almost 18 years old. In fact he was just awaiting his "18th birthday" so that he would be able to go overseas. He missed being classed as a sharpshooter by only one point and scored as high as the average 18-year-old would in the general classification test. Did all right in every phase of the tough training period, too.

But Erickson met his Waterloo before he ever got a chance to fight. They called him into the investigation office to retake his fingerprints, and he thought someone had spilled the beans. The thought made him mad. "Who snitched that I'm 13?" he wanted to know. Investigation people are pretty quick on the up-take, and they weren't asleep in this case. Protestations that he was really almost 18 were of no avail; the patent-leatherneck's jig was up.

Young Erickson plans to enlist again along in the fall of '53, when nobody can complain.

Two EMs Build Spare-Parts Plane in Spare Time

THERE ARE at least two ways to get up in the world — work hard for promotion, or get an airplane. If a person decides to get an airplane, there are at least two ways to do that, too—buy one, or build one. Two people who decided to build one, and did so, are Arthur B. Hagler, AMC, usn, and James Kight, AM1, usn, both instructors at the Airman School, NATTC, Memphis, Tenn.

It isn't that they built every last piece of their plane out of sheet metal and other raw materials of that kind. But it was a long way from being a flying machine when they started.

The fuselage and attached planing surfaces they purchased from a nearby citizen. The two fliers overhauled the fuselage and covered the wings with new fabric, meanwhile ordering the engine and other parts from various suppliers. Hagler and Kight made the station hobby shop their base of operations, and there devised and built cowling, landing gear, certain framework members and other parts.

After working approximately two hours a day for four months, the pair had the plane ready for a taxi test. The test was successful, and after a thorough inspection the plane was certified for airworthi-



HOMEMADE airplane passed CAA tests with flying colors. Top speed of craft is estimated 145 mph. cruising 105. Plane will carry two persons.

ness by a CAA man. Then the only thing keeping the plane on the ground was lack of a registration number, and that was expected momentarily.

While awaiting their registration number, the Wright Brothers—as they came to be called at the Center — released some statistics about the plane. Cruising speed, they said, would be around 105

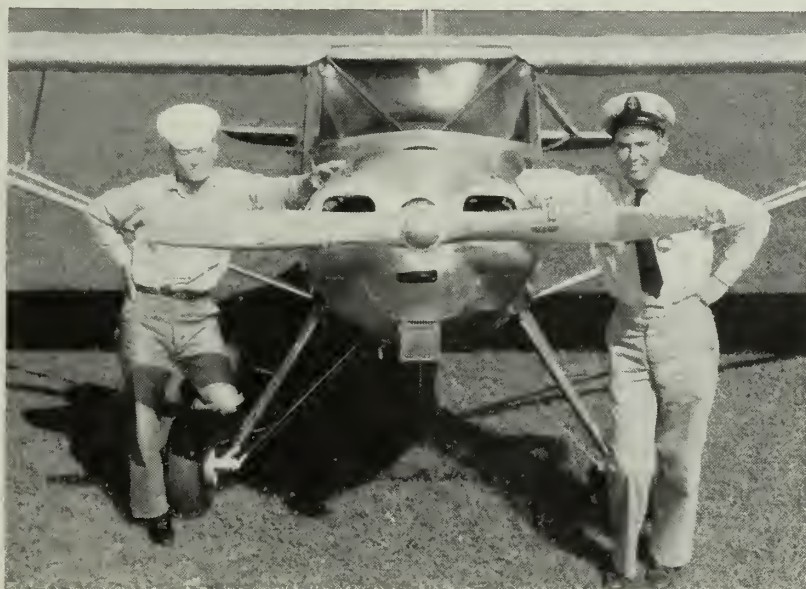
miles an hour, with top speed in the vicinity of 145. The aircraft was designed to carry two passengers, 55 pounds of baggage and 14 gallons of gasoline. Gross take-off weight would be 1260 pounds.

Both the spare-time plane builders are family men, living in Memphis. Both are “20-year men,” with approximately half of their respective naval careers already served. Both hold private flying licenses. Chief Hagler has earned his CAA “aircraft and engines” license also as well as his private card.

The little plane is a professional-looking job from prop-spinner to tail skid, and no one would ever guess that it didn't come straight from an aircraft factory in its present form.

While not many airplanes big enough to ride in are produced in the Navy's hobbycraft program, a goodly number of flying models are completed. These range from featherweight rubber-band-powered balsa-wood “flutterers” to jet models capable of hurtling along at more than 150 miles an hour.

Furniture and other household items are popular projects among the married hobby shoppers, with some items described by the wives as truly “out of this world.”—Clara Silverman, JO1, usn.



INGENIOUS builders Arthur Hagler, AMC, and James Kight, AM1, worked four months on their plane. Base of operations was NATTC Memphis.

SIGHTSEEING



SHOPPING at stall along Tokyo's Ginza, sailor learns price of trinket. Below: Men of USS Sicily (CVE 118) pose before A-bomb marker in Nagasaki.



FLEET LANDING at Sasebo, port near the Kyushu. Liberty party from USS Valley

FOR THE SAILOR on liberty from war in Korea, Japan offers plenty of good sightseeing and shopping.

In addition to such well-known sightseeing spots as Tokyo and Kyoto, Japan's holy city, Nagasaki also has many interesting sights to offer. The intricately designed temple buildings of the Ming Dynasty and the stately Catholic cathedral, the first Christian church to be established in Japan, are two which survived the atomic bombing.

Today, four years afterwards, a marker has been erected at the site of the bomb burst and houses and stores have sprung up around it. Surprisingly, some residents cannot



LADS ON LIBERTY snap a shot of comely Sign on the rear of the bus advertises a

IN JAPAN



tip of Japan's southernmost island of Kyushu (CV 45) returns to ship by bus.

even point out where the explosion occurred.

If it's shopping you want, you can't do better than the open stalls along the Ginza, Tokyo's main street. Here a sailor can choose from a colorful selection of robes, obis, jackets, embroidered silks, cameras of excellent workmanship and cigarette lighters intricately carved in solid silver.

Most items are about one-fifth their cost in the U. S. But it is part of the tradition to haggle with the shopkeeper. Chances are he will lower his price a bit for you.

A hint: To say "How much?" in Japanese, say "Ikura des ka?"



Japanese girl as kids watch wide-eyed. Romance play which will soon be given.

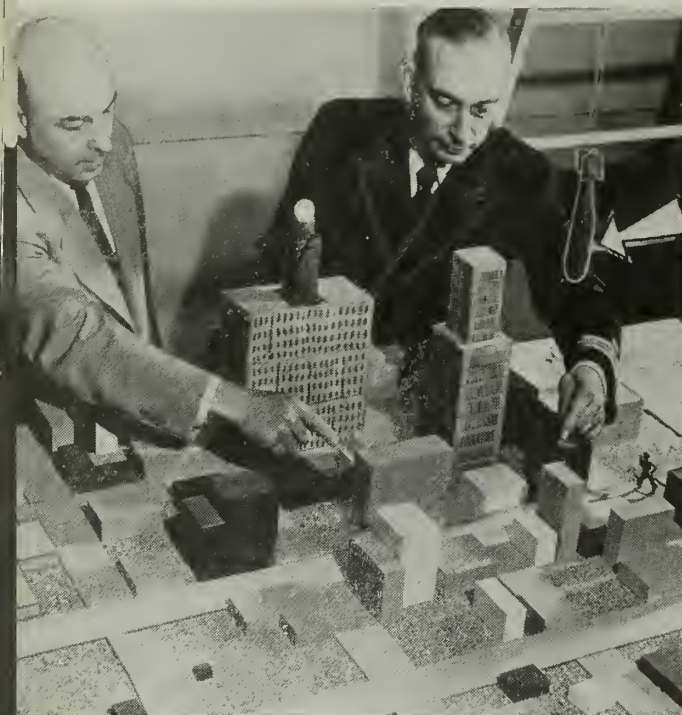


WHITE HATS window-shop along Japanese street. Sailors at sea can order goods by mail from price list and have items sent home by the Red Cross.



ORIENTAL FOOD is good, Navymen say. Below: Chief looks at sign at entrance to museum in Nagasaki to display items from scene of bomb burst.





BEFORE AND AFTER—Planners show where 'atomic bomb' will hit model of Minneapolis. Right: The 'bomb' bursts.

Reservists Tackle Civil Defense Task

WHAT IS MORE deadly than an atomic attack?

The mass hysteria and fear that could accompany such an attack, if the population were not properly indoctrinated and if the minimum preparations had not been planned ahead of time, could wreak more devastating damage to the Nation as a whole than a series of atomic explosions.

The importance of preparations for civil defense, in the event a disaster of this type should arise, cannot be overemphasized. Every agency and activity in the nation which is in any way connected with the problem of civil defense has a long-range job of the highest priority carved out for itself.

The Naval Reserve's Volunteer Research component, composed principally of technically and scientifically trained men, stands ready, with the approval of the Naval District Commandant, to assist local communities in their peacetime planning and training for civil defense.

The Volunteer Research Reserve has 3,000 members, including scientists, research workers, engineers, and medical specialists and technicians. This component has activated

87 volunteer drill units on university campuses, in laboratories, and in other suitable places. These units meet regularly throughout the year and are in a good position to serve as coordinators for plans in civil defense, for the conduct of experimental work, and for dissemination of information to the agencies which have been assigned the actual job of civil defense in each area.

Shortly after the Korean crisis began, Rear Admiral T. A. Solberg, USN, Chief of Naval Research, informed all Volunteer Research Reserve units that it was considered desirable that those units not already working on civil defense plans with their local authorities should do so.

"The authorities," he said, "are most anxious to get any qualified assistance available in working out such plans with their respective State or local authorities."

The Naval Reserve's research units are not in a position to perform the operational and administrative functions of a fully manned civil-defense activity, but they provide an excellent source of instruction, research, and planning. It is in these fields that many of the 87 Research Reserve units have already made

great progress. In the words of the Chief of Naval Research, their work is "of real value to our nation." Here are some of the steps various units have taken:

- Organization of traveling "radiological lecture teams."
- Arrangement of seminars at an atomic center, with Reserve attendance from units all over the nation.
- Development of a special kit which has been called "the poor man's Geiger counter."
- Formation of classes for science teachers, civil-defense workers, and members of Parent-Teacher Associations.
- Formulation of plans for the formation of "rumor clinics," to sift out factual information from the mass of rumors in time of attack.
- Drawing up of programs outlining the needs and plans for the organization of civil-defense activities of large municipal areas.

Oak Ridge, Tenn., one of the world's first centers of atomic warfare research, was the site of a recent Naval Reserve seminar. There a group of scientists and researchers in nuclear physics, teachers, and doctors underwent special training for a period of 2 weeks. This semi-

nar, the second of its kind, was arranged by Volunteer Research Unit 6-3, of Oak Ridge, Tenn., under the sponsorship of the Office of Naval Research.

Classes were held at the Oak Ridge Institute of Nuclear Studies. The seminar sought to familiarize Reservists with the uses of radioisotopes and to give necessary information so that those attending might study uses or techniques for radioisotopes as applied to their own special fields of endeavor. Its principal aim, however, was to provide information on various methods and problems of civil defense against an atomic attack.

At Oak Ridge, labeled by its citizens as the "cradle of the atomic age," VRU 6-3 has developed an enthusiastic and busy training program. In addition to the seminars that it has arranged to indoctrinate other Reservists, the volunteer unit—which, like all other such units, receives no pay for its time and efforts—has developed an organizational plan for the temporary coordination of emergency rescue operations immediately following an atomic disaster. Featured in this plan are *radiological safety parties*, consisting of small groups of technical personnel to act in an advisory and staff capacity; *basic field groups*, to be sent to affected areas; *volunteer groups*, to be recruited from outlying districts at the scene of the disaster; and *logistics groups*, operating from the headquarters of a Volunteer Research unit or similar location. These trained personnel will be able to answer questions ranging from the subject of contamination—"Can I eat this food?" "What about this drinking water?"—to health measures—"What are the symptoms of radiation sickness?" "What should I do if I have received a lot of radiation?"

Across the nation, near the Hanford Atomic Energy project, is another energetic Naval Reserve research unit, VRU 13-2, stationed at Richland, Wash. Most of its members are employed as scientists and engineers at the Hanford project. The program of this unit is twofold: 1. To serve local civil agencies which would look to the Navy for expert scientific advice and guidance in atomic defense matters; and 2, to provide specialized instruction to its own members along the lines of defense against bomb damage. The



RADIO HAMS, Naval Reservists of Battle Creek, Mich., tune up their mobile receiver which would be used by civil authorities in case of any emergency.

plan calls for the development of the unit as a group of "consultants."

In and around Lansing, Mich., Volunteer Research Reserve Unit 9-16 is contributing to the civil-defense program through the operation of *lecture teams*. These teams, appearing before PTA's and local civic groups, carry a "one-two punch," starting off with a description of the theoretical atomic bombing of an unprepared city and finishing by illustrating the difference when a city is prepared for such an attack. The lectures are given a realistic touch through pointing out the limits of destruction in terms of known landmarks, so that each member of the audience can visualize how he and his family would be affected. The local director of the civil-defense program has used the research unit as a lever to stimulate interest—and action—among both civic leaders and the average citizen.

One of the projects of Volunteer

Research Reserve Unit 11-1, of Pasadena, Calif., is the development of a special device designed for mass indoctrination in the event of an atomic attack. Devised by Naval Reservists who belong to the unit, the device consists of a map kit that would enable the average household to be immediately informed as to their "hazard status." Thus, the device serves as a kind of Geiger counter. It functions by utilizing "overlay" transparencies of typical atomic explosion patterns, to give an instant indication of any area's hazard status in respect to radioactive contamination. Thus, by enabling individuals to ascertain conditions in their particular area, these map kits could be instrumental in avoiding a hysterical mass exodus and in preventing or reducing panic.

In Minneapolis, Minn., Volunteer Research Unit 9-6, in cooperation with the director of civil defense, helped to arrange a short course in



SMOKE-EATERS will be needed by every community which is target of an attack. Reserve offers excellent source of trained manpower for such jobs.

civil defense for members of State-wide organizations. Lectures at the course were presented by personnel of the Navy, Army, Air Force, and Red Cross. More than 150 persons attended the short course, one of the first of its kind. Demonstrating with a model city structure, lecturers were able to illustrate the effect of various types of bombs and the defensive measures that should be taken to minimize the effect. The unit also advocates establishment of *rumor clinics*—centers of information where people can gather and form sound judgments, obtain correct information, and thus escape the dangers of mob psychology and hysteria which are the inevitable result of frightening rumors and misinformation. To illustrate the necessity for such clinics, VRU 9-6 cites the example of the Orson Welles radio version of a mythical invasion from Mars and the reaction it caused among large numbers of the population all over the country.

In Gulfport, Miss., Volunteer Research Reserve Unit 6-5 began working on a radiological project before a civil-defense program for the community was established. When a civilian defense director was appointed, the unit offered him its services and assisted him in getting a community project under way. The unit is now developing a plan to provide coordinated training in the field of atomic defense, using articles written for the layman, lectures, and appropriate films.

On the Pacific coast, Volunteer Research Reserve Unit 12-2, of Berkeley, Calif., is providing a different type of training assistance for civil-defense programs. This unit has been directed by the City of Oakland Disaster Council to organize and conduct a course of instruction covering everything from fission principles, radiation, and temperature of the atomic bomb to "fire storms," decontamination principles, protective measures, and rescue and evacuation procedures. The course would be given to high-school sci-

ence teachers in the area, with the purpose of preparing them to set up and give similar courses to firemen, policemen, block wardens, etc. It is anticipated that the ultimate result of such training of some 150 science teachers can be the indoctrination of 10,000 to 15,000 persons.

In New Orleans, La., Volunteer Research Reserve Unit 8-1 has been working during the past several months on possible plans for the defense of the city. These plans include ear-marking of buildings in various sections of the city for use as emergency treatment centers; the establishing of a directory of all the doctors within the city; and the gathering of information on means of transportation and communication. The unit has also evaluated several small instruments for detection of radioactive material.

The preceding examples set forth some of the methods now being used by the Naval Reserve's volunteer research units all over the country. Ultimately it is hoped that each of the 87 units will be able to organize programs which fit the needs of its particular area.

Civil defense to prepare for the eventuality of an atomic attack is the concern of every able-bodied person. Each member of the Volunteer Research Reserve units which are now working to assist local programs of preparedness deserves the thanks of fellow citizens and their families who may some day be aided by this foresighted planning.



LATEST DOPE on equipment is made available to Volunteer Research Reservists, each of whom is scientist, specialist, doctor or technician in his own right.

Tiny Craft Have Rugged Job of Retrieving Torpedoes

WHEN it's roundup time off Oahu and the spray is on the sea . . . two tiny Navy craft are in for a busy day of running down and corraling torpedoes.

Modified with a cutaway stern and special skids to accommodate the steel "fish," two sleek aviation crash boats from the Pearl Harbor Submarine Base serve as torpedo retrievers when submarines put out to sea for practice firing.

At 20 knots and more, the 63-foot vessels can kick up a lot of wash under the hand of their "skippers"—two boatswain's mates at the head of six-man crews.

There is no special season for this roundup, which is quite some operation. Standing by at some distance from the submarine's practice target, the retriever lies idle as a periscope breaks the surface. When air bubbles come to the surface forward of the periscope, the retriever men know the torpedo has been fired. They're off at the sight of the torpedo streak.

Leaping forward under full speed, the retriever is set on a course to intercept the torpedo. On the stern, crewmen stand by to slap on a "lasso" when the torpedo loses momentum and pokes its nose out of the water.

Wrestling an uncooperative 3,000-pound "fish" on board has its



CHASE after dangerous practice-fired torpedoes calls for speed of more than 20 knots from converted aviation crash boat. Craft is skippered by EM.

tense moments. In a rough or choppy sea, a torpedo has a propensity for poking its hard head into the wooden sides of the vessel.

Once hooked through the nose, the torpedo comes along more meekly. Special hand-operated winches haul the "fish" through the retriever's open stern, up the inclined after-deck, and onto skids which can take four torpedoes.

A typical day starts early for the retrievers. To be on schedule for a rendezvous off Pearl Harbor at 0830, the vessels must get underway at 0700. The exercises may be

short ones or may take a full day.

In a week's operations, they might make as many as eight trips out and back from the practice area, not counting other special assignments.

But the crewmen like their duty, particularly the novelty of serving under enlisted skippers. Jay E. Richards, BM1, USN, and Thomas W. Walters, BM2, USN, have the retrievers under their charge. Both of them know their navigation and radio operation as well as the seamanship and nautical know-how necessary for the job.



SKILLED CREW retrieves "fish" through cutaway stern (left) and then safely unloads it (right) at end of day.

From Far East to Frisco



AS WAR in Korea continued to blaze, the Navy rotated some of its front-line ships. Home came the carrier *uss Boxer* (CV 21) and the cruisers *uss Toledo* (CA 75) and *uss Helena* (CA 133).

The ships were due for routine overhaul, their crews for leave and liberty. *Boxer*, which had sped to

RETURNING from the Korean battle area for overhaul, USS *Boxer* (CV 21) steams past Golden Gate as crew lines flight deck to spell out ship's name.



GOING ASHORE on leave, two happy EMs log out with the OD (left). After saluting ensign (above) they are on the way.



Tokyo with a deckload of Air Force *Mustangs* at the outbreak of war, had stayed to carry out successful strikes against the enemy.

Toledo and *Helena* had pounded targets of opportunity up and down the enemy's coastline. *Toledo* had participated in 25 days and nights of shore bombardment at Inchon.



ENJOYING liberty before ship puts to sea, sailor treats Wave date to San Francisco sea food (below), trip to wharves (left) visit to Coit Tower (above).



Returned ships are replaced in war theater by vessels taken out of mothballs.

Brief news items about other branches of the armed services

* * *

TWO INTERNATIONAL cargo-carrying records have been broken by the Air Force's XC-99, world's largest operational airplane.

The giant plane recently carried 85,000 pounds of cargo non-stop across the continent. The hop, from Sacramento, Calif., to Albany, Ga., covered 2,200 air miles with the heaviest payload ever ferried by a plane from coast to coast. On an earlier, shorter flight the XC-99 hauled 100,000 pounds of aircraft parts.

Although the plane is designed to carry passengers as well as freight, the flights thus far have been confined to high-priority materials which are too bulky or too heavy for ordinary air transportation. All flights are being scheduled under an evaluation program that will last for six months, while the Air Force determines how much the XC-99 will transport under a variety of conditions.

The big plane is designed to carry 400 men fully equipped—the equivalent of two airborne companies ready for battle.

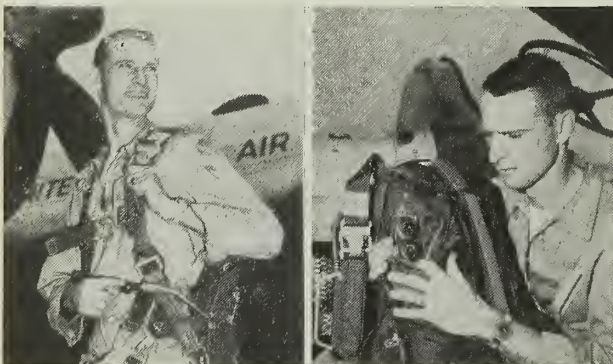
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FASTER BATTLEFIELD COMMUNICATIONS will result from a new type of radio set developed by the Army Signal Corps.

The new sets employ a "building block" principle, and can be assembled in various combinations to produce 30 different sets. This produces greater flexibility in communications and simplifies maintenance and repairs.

With a range of about 15 miles for each set, two sets can be linked for automatic retransmission of voice messages over longer distances. This automatic relay will more than cut in half the time required for transmitting messages under combat conditions over relatively long distances. They can also be inter-connected with the walkie-talkie and the handie-talkie for greater battlefield communication efficiency.

Designed primarily for use on vehicles, the new sets are man-transportable and may be modified readily with a field kit and used on the ground. Issue of the sets to infantry, armor and artillery troops in the field is expected to begin after 1 Jan 1951.



AUTOMATIC release handle (left) and timing device (right) open AF parachute after a clear fall bailout.

At Muroc, Calif., the Air Force is doing some record high-altitude bombing, employing B-36s, and 12,000-pound bombs which are painted black and white.

The bombs don't explode when they hit the ground; they're filled with a substance resembling concrete. Still, a person wouldn't say that their plunge into the empty desert is unimportant.

Some of these heavyweights are dropped from as high as eight miles—the highest altitude at which bombs of this size ever have been released. Measurements are taken to determine how far they penetrate into the ground. The tests are expected to furnish new data on the bombing system used in the planes in addition to valuable information on the performance of the bombs themselves.

* * *

GREATLY IMPROVED MEALS are in store for troops in the field due to a new ration developed by the Army Quartermaster Corps.

Called the "B" ration, it's a "kitchen" rather than an individual ration, and represents a complete revision of all canned, dehydrated, and otherwise processed food contained in this type ration during and since World War II. It will be used wherever Army and Air Force field kitchens are set up, but fresh foods are not available.

Among the improvements in the "B" ration is the elimination of canned, chopped meats such as meat and vegetable hash, corned beef hash, and stew meat and vegetables. These have been replaced with solid meats—bacon, corned beef, beef and gravy, boned chicken and turkey, ham chunks, luncheon meats, pork and gravy, vienna sausage, salmon, and tuna. Tests show that solid meats lend themselves to more variety in preparation, are more palatable, and by eliminating fluids save a quarter-pound per ration. This reduces the weight of 10,000 rations by 2,000 pounds.

A sample menu covering 15 days has been issued by the Quartermaster Corps. It shows how each proposed meal should be prepared to take fullest advantage of the 96 different items supplied in the "B" ration. These rations are patterned to provide 4,200 calories per man per day—600 more calories per day than is prescribed for an active soldier by the Surgeon General of the Army. The increased caloric content of the new ration is intended to give additional heat and energy required by troops in strenuous battle or field conditions, and in cold weather.

* * *

A NEW TYPE of inflatable life raft for use on MATS planes has been developed by the Air Force.

The raft is capable of carrying 20 persons and inflates automatically when tossed from the plane. It is made of two rubberized nylon flotation tubes which resemble giant automobile inner tubes. The raft has no top or bottom, so it makes no difference which side is up when it hits the water. The floor of the raft is between the two tubes.

Because of its construction, passengers should keep more dry and comfortable in the new raft than in older types. Equipment of the raft includes a canopy

which is fastened tent-style over the raft, a radar deflector, and accessory kit. All come wrapped in a compact package three feet long and half that in width.

The raft is unusually sturdy and buoyant. It can support more than 5,000 pounds without sinking, and has survived tests in winds up to 60 miles per hour. Developed by the Aero Medical Laboratory at Wright-Patterson Air Force Base, Dayton, Ohio, the new raft has been nicknamed the "circus tent" because of its resemblance to a floating tent when inflated.

* * *

IF EXTENSIVE TESTS now underway prove it practical, Army food may in the future be inspected periodically by X-ray—can, carton and all.

Canned food should be inspected at intervals of six months to two years, and is inspected that often by the armed forces. The usual method is to remove sample cans from random cases and inspect them for leaks and bulged ends. After inspection, the cans have to be returned to their cases and the metal strapping restored.

The new method, if it succeeds as well as it promises to, will be more simple and more thorough. Entire cases will be placed on a conveyor, without opening, and will be trundled past an X-ray apparatus. The fluoroscopic treatment will reveal bulged and defective cans, and many other things—deterioration of the contents, corrosion, and the presence of foreign matter inside the can.

The inspection unit developed by the Army Quartermaster Corps is housed in a semi-trailer. If adopted generally, the X-ray process of food inspection is expected to save the Army \$30,000 a month.

* * *

TO FIND OUT if objectionable sounds in varying degrees of intensity will injure the small bones of the middle ear, the Air Force is bombarding guinea pigs with noise from a special siren.

In experiments designed to solve problems created by noisy aircraft motors and other mechanical equipment, a soundproof room was built at the Aero Medical Laboratory, Wright-Patterson Air Force Base, and a number of guinea pigs placed in the room. The animals were anesthetized before the experiments began, and slept through the tests. Later their ears were examined to determine effects of the noise.

It has already been established that continued noise of high intensity can cause temporary or permanent deafness, as well as excessive fatigue and extreme nervousness. There is still a question, however, as to whether the middle ear, including the labyrinth or cochlea, will be damaged permanently.

A special siren in the experiments produces a single frequency or intensity at a time, but has a cyclic range varying from 250 to 150,000 cycles per second. In young adults, the audible range of hearing is between 20 and 20,000 cycles per second. Measured in decibels, the sound of intensity of ordinary conversation is 60, busy city traffic 90, and an airplane propeller 110. At 140 decibels sound becomes painful to the ear. Air Force scientists believe 160 decibels mark the level of probable mechanical damage, accompanied by nausea, dizziness and irritability.

NOW IT'S PLANES that holler when they get hurt—make their troubles known by themselves, almost.

It used to be that when a plane got into difficulties aloft the pilot had to notify the radio operator. The radio operator then had to operate his transmitter to inform the outside world of the emergency. All this took time—more time than was available, sometimes.

Now it's getting to be different. The people at the Air Force's Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio, have developed something called an emergency keyer. With this device installed in his plane, the pilot need only touch a switch if trouble comes. The emergency keyer then takes over. It automatically tunes the plane's radio transmitter to the emergency channel, sends out the plane's identifying call sign, signals "SOS" several times, then produces radio signals to help people locate the plane. The whole series of messages is repeated until the device is turned off or disabled. While this is going on, the crew, including the radio operator, can be preparing for an emergency landing or can be devoting their attention to the crisis in general.

Almost all AF aircraft will be equipped with the emergency keyer. It is designed to be used with all airborne transmitters.

* * *

TEN 83-FOOT U.S. Coast Guard patrol craft are being transferred to the Burmese Navy.

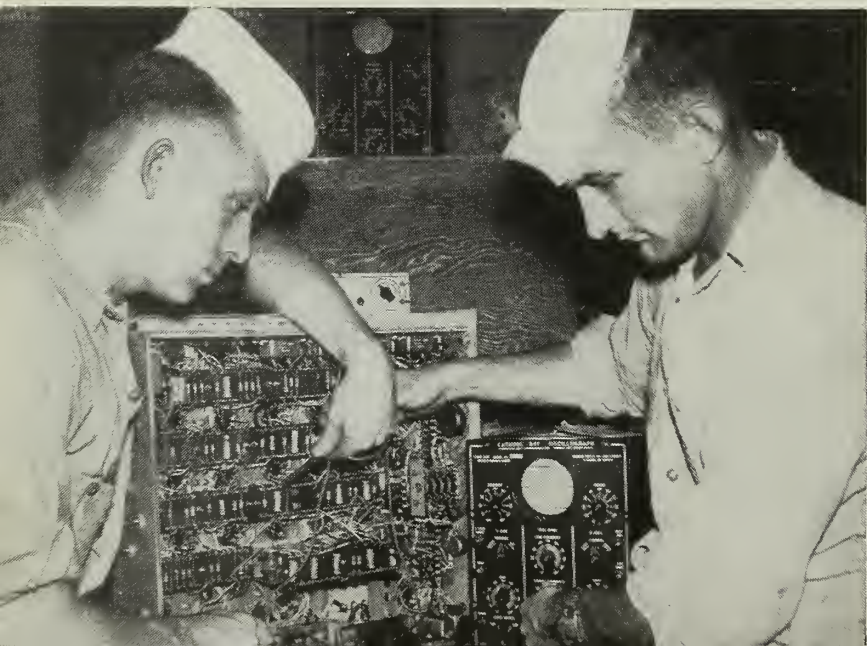
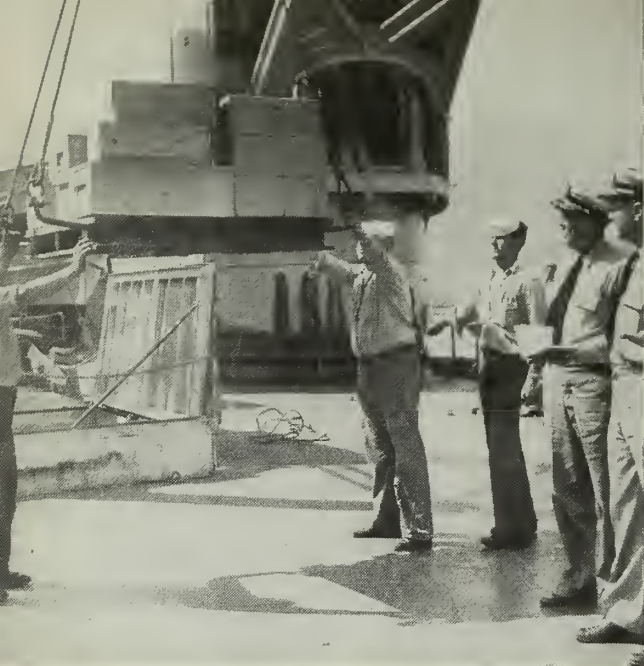
First equipment to be transferred to Burma under the Mutual Defense Assistance Program for Southeast Asia, the craft will be used by the Burmese government in patrolling the navigable river system of Burma.

Conversion of the patrol craft for operation in Burmese waters was accomplished at the U.S. Coast Guard Yard, Curtis Bay, Md. Repair and refitting jobs included conversion from gasoline to diesel power, armament changes, and copper painting of the hulls to resist tropical water fungus. The vessels were part of the Coast Guard Reserve Fleet.

Training of Burmese personnel in the operation and maintenance of the vessels is being conducted by the Department of Defense.



BODY measurement survey is giving the Air Force needed facts to design improved flight equipment.



FROM THE SHORE, if you had watched her steam out of the harbor, she would have looked like a passenger liner; slightly clipped bow, high-sided hull, two open-edged decks above, two widely-spaced stacks; the guns not at all prominent. This impression might have remained for awhile, had you stepped upon her topdecks—secured, as they were, for sea. Clean planking, an air of spaciousness; these would have been your first impression. You might have noticed some capable-looking cranes towering overhead, but little equipage of war.

Your cruise-ship impressions may well have been shared at the moment by a majority of the 1,000 souls aboard. She was a repair ship—an AR—and if there is ever a time when a good share of an AR crew gets a rest, it's when the ship is under way.

There's the job of running the ship, of course—"ship's company" work. A few of the repair force's lathes may be turning out work for the engineering department—the shoemaker spending a slack hour on his own oxfords, so to speak. But the molders, the opticalmen, most of the pipefitters, almost all the electrician's mates, are having a ropeyarn Sunday.

Tomorrow and next week and the week after become today, and suddenly are "yesterday." Our imagi-

SPARE PARTS being loaded on repair ship find way (top to bottom) to the master gyro, storage shelves for safekeeping and electronic panel.

Fleet's Mr. Fixits

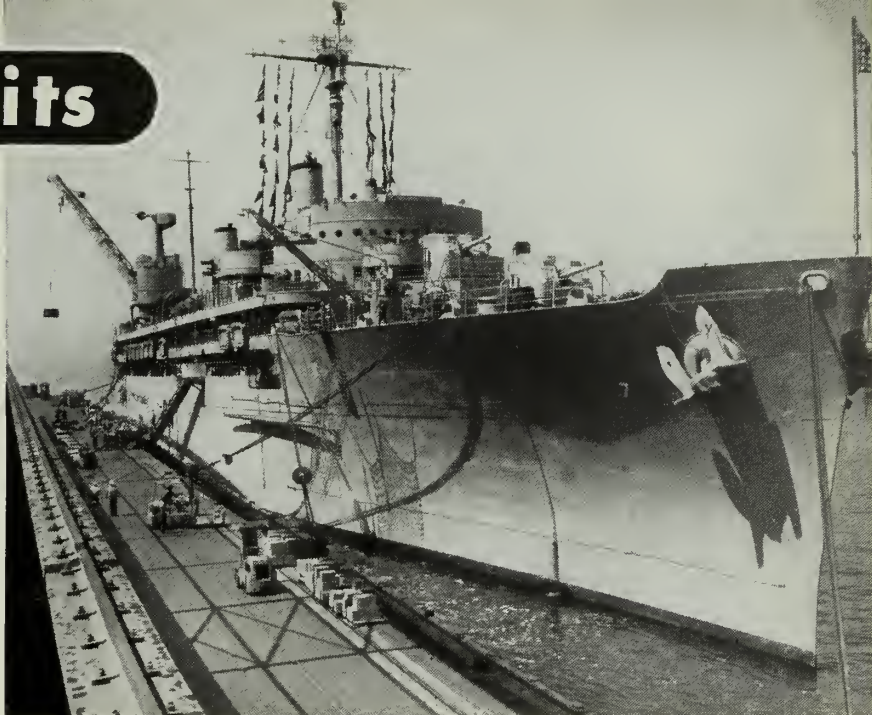
nary ship, *uss Thor* (AR 99) arrives in a harbor near the zone of hostilities—and far from U.S. shipyards. Now, all is action. Long before the steering engine cools off—and almost before the deck force has fenders over the side—a cruiser is standing off, almost panting to come alongside. She's due for some tender "availability" all right. From here, we can see a jagged hole just aft of her hawse pipe, and a six-inch turret is apparently out of commission. No one would have left it turned to such a weird angle, otherwise. Meanwhile, an aircraft carrier off near the horizon is blinking to ask if *Thor* is ready to fix up a bomb-damaged flight deck. A PT boat comes up from aft. "Do you have any spare propellers my size?" the skipper inquires through a megaphone. "If you don't, how about making me one?"

The answers were affirmative in all these cases. *Thor* men will have the cruiser's wounds healed, the flattop's flight deck again intact, the PT boat supplied with a new propeller—all in short order.

The need for repair ships in the Navy was first realized during the Spanish-American War—in the late 1890's, that is. Steam warships belonging to the U.S. were operating as far away from home as the Philippines, and were traveling around Cape Horn, from coast to coast. Thoughts of a major breakdown far from a friendly shipyard constantly haunted the minds of Navy officials.

Uss Panther, a merchant ship purchased in 1898, was converted to a repair ship in the mid-'90s, and became the Navy's first AR. She was assigned to the Atlantic Fleet, and before long another repair ship was detailed to the Pacific Fleet: *uss Iris*. Within a decade, the value of such ships became more widely known. A submarine tender was authorized in 1911 and a destroyer tender in 1912. From this beginning grew the fleet of repair ships and tenders that the Navy possesses today.

Repair ships and tenders are much alike, but still are different. It would be over-simplifying the matter to say merely that a repair ship repairs, while a tender tends. A goodly portion of a tender's time and energies



STOCKING UP? With parts sorely needed by damaged ships in forward area, *USS Hector* (AR7) serves as a combination repair shop, and supply store.

are devoted to repair work, while a repair ship—besides repairing—may perform some of the duties of a tender.

To some, a major point of difference would lie in the greater services offered by tenders to the *personnel* of ships coming alongside. Being concerned with smaller vessels, as a rule, tenders carry many facilities to which

their human clients don't have access aboard their own ships. Under that heading would fall the ample dental offices, the large supplies of clothing, the tailor shops and ship's service facilities—all available aboard the tender to the crews of the tendered ships. A tender would be more likely than a repair ship to supply water, fuel and electricity to ships alongside, although a repair ship can do it, too. But, ships with which an AR would be concerned would most often have all these facilities aboard.

While a repair ship, like a tender, has great storerooms full of supplies for her patients, the supplies are likely to consist in greater part of hardware. There will be more parts, fittings and gaskets; fewer quarters of beef—bigger sheet-metal racks; fewer bunks in the sick-bay.

Although we're speaking mainly of ARs here, this is by no means the only class of repair ship in the Navy. In addition, there are battle damage repair ships (ARB), internal combustion engine repair ships (ARG), heavy hull repair ships (ARH), landing craft repair ships (ARL), salvage vessels (ARS), and salvage lifting vessels, salvage craft tenders, three different types of aircraft repair ships, and submarine rescue vessels—all designated as repair ships.

Ships classed as tenders are: destroyer tenders (AD), submarine



MR. FIXIT applies torch to section of buckled beam. Pounding 'dogs' with hammer will drive beam into shape.



MACHINIST MATE measures width of cut made in casting by sharp teeth of boring mill. This machine can gouge groove in toughest cast iron or bronze.

tenders (AS), motor torpedo boat tenders (AGP), landing ships, dock (LSD), seaplane tenders (AV), seaplane tenders (destroyer) (AVD), seaplane tenders (small) (AVP).

ARs of the type shown in the accompanying photos—as well as tenders of that type—contain approximately 30 different shops. The shops are equipped with the most modern machinery and are manned by hundreds of trained workmen. Some of the shops—those devoted to work so exacting that a change in temperature could cause costly errors—are air conditioned. All are scientifically planned, well lighted and airy.

These three—*uss Vulcan* (AR 5), *uss Ajax* (AR 6) and *uss Hector* (AR 7)—are three of the five modern ARs in service in the Navy today. The other two, with hulls of the Maritime Administration C-3 classification, are *uss Amphion* (AR 13) and *uss Cadmus* (AR 14). *uss Delta* (AR 3) also possessing a freighter-type hull, is scheduled for early return to the active fleet.

Many of the heroic repair ships of World War II days are out of commission; others are no longer in existence. Typical of the war experiences of many of them is a period in the “life” of *uss Phaon* (ARB 3), a converted LST. Here is the way one member of the ship’s company described it:

“It was June 1944, and we were invading Saipan. Before they were silenced, the Nips’ guns scored numerous 37-mm. hits and two six-inch

shell hits on the destroyer *uss Phelps*. The second six-inch shell damaged a boiler, and *Phelps* lay almost dead in the water. She limped over and tied up to *Phaon* for repairs. Even then, she refused to be counted out. She asked for and received permission to stay in the battle.

“As metalsmiths, mechanics and carpenters from *Phaon* swarmed over her, repairing the damaged boiler, lower deck and bulkheads, the sturdy little lady, still very much in the fight, blasted away at enemy troops and pillboxes. After two days,

the repair job was finished and *Phelps* rejoined the fleet.”

An AR can do just about anything that needs to be done to a fighting ship, except painting the bottom. As one AR officer said, “The ship has everything but a drydock.”

“We can fabricate parts,” he continued, “—including casting parts in the ship’s foundry. Our machine shop can do any kind of machining—even to making parts for precision gear. We carry spare parts of all needed kinds. In addition to being a repair plant, we’re a warehouse and a huge supply store doing wholesale and retail business with the fleet.”

Life is somewhat reversed aboard ARs—busy in port; more relaxed at sea. But, as almost everybody knows, ARs are in port most of the time—which means that their crews are busy most of the time.

Life is often more “routine” aboard a repair ship than in a man-of-war—although it could hardly be called routine that day at Saipan. But if it is routine at times, and more work-filled than the life of the flattop or cruiser sailor, it does have its own kind of rewards. An AR electrician’s mate puts it like this: “When I’ve got the duty some night, and see a cruiser coming in after dark, I get a kick out of knowing that the juice for her running lights is coming through transformer coils I helped wind.”—H. O. Austin, JOC, USN.



BROTHERS, M. D. Kost, EM3 (left) and S. G. Kost, EMFR, do a job on stator of electric motor. Repair ship technicians can handle wide variety of orders.

LETTERS TO THE EDITOR

Allowance for Reserve CPOs

SIR: With reference to your reply to M. E. B., SKC, USN (ALL HANDS, March 1950, p. 28), I would appreciate it if you would clarify the following in order that every Reserve CPO will not be laboring under the misapprehension that he is entitled to (1) a \$160.00 cash clothing allowance, and (2) a cash clothing allowance merely because he is associated with any unit of the Volunteer Reserve.

NRMAL 5-50 of 6 Jan 1950 administratively sets the cash clothing allowance at \$150.00 and further stipulates that a CPO must be classified as O-1, V-1, V-3, O-2 or V-2, and he must be affiliated with one of the organizations listed in classification table "A" in that Naval Reserve directive. —LTJG E. M. S., USN, District Supply Office, 9th Naval District, Great Lakes, Ill.

• Thank you for calling to our attention the difference of \$10.00 in the amount and pointing out the necessary classification. The law providing for this payment stipulated the amount to be not more than \$160.00, leaving the final decision to be made by the Navy as to the exact amount and the eligibility by classification. Since that administrative decision had not been made by the time we received the letter from M. E. B., SKC, USN, we used the \$160 figure. All other information in our answer to his letter still stands.—Ed.

Cleaning Silver Rating Badge

SIR: Can you suggest a solution for removing the tarnish from a CPO silver lace rating badge?—D. A. Z., QMSA, USNR.

• There appears to be no really satisfactory method. We checked with the American Institute of Dry Cleaning, a Silver Spring, Md., organization that attempts to find the answers to national dry cleaners' most knotty problems, and it seems they have conducted exhaustive tests on gold braid and silver thread badges. The best method they could find is to scrub the badge with dry tooth powder, using a stiff bristle toothbrush or other small brush. This leaves powder on the cloth part of the badge, which should be thoroughly brushed off. You should mask off the sleeve around the badge to avoid unnecessary spotting by powder.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

20 Years' Active Duty

SIR: Can a Reserve CPO, a station keeper, retire at 50 per cent of his base pay if he completed 20 years' active service on 21 June 1950? This man completed 11 years six months and 29 days in the Regular Navy in 1921. On 21 June 1950 he completed eight years five months and one day of active service in the Naval Reserve. He is 57 years of age. If he is ineligible to retire at this time, when will he be able to retire?—H.F.M., YN1, USN.

• In order to retire with 50 per cent retired pay, the individual must complete 20 years of active duty, the last 10 of which must be performed during the past 11. It would appear that the man in question doesn't meet this requirement. His only alternative would be to retire under Public Law 810, at the age of 60.—Ed.

Retirement of Temporaries

SIR: Having heard many interpretations in regard to the retirement of temporary officers, I would appreciate an answer to the following question:

A temporary lieutenant commander reverts to enlisted status in 1957 after 25 years' active service. Instead of reenlisting he goes in the Fleet Reserve. On retirement after 30 years' total service—USN and Fleet Reserve—he would receive a pension based upon the highest rank held as of 30 June 1946, which is lieutenant (junior grade). If he had reenlisted as a CPO and completed 30 years' active duty, would he retire as LCDR or would he retire as LTJG, which was the highest rank held as of 30 June 1946?—E.G.E., LT, USN.

• If he had reenlisted as a CPO and completed 30 years' active duty, he would retire as lieutenant (junior grade) the rank held as of 30 June 1946. The only way he could be retired as lieutenant commander, since he had never held that rank as of 30 June 1946, would be for him to continue on active duty in that rank until retirement. This, of course, would be impossible if he is involuntarily reverted.—Ed.

Exams and Appointments

SIR: In July 1950 I took the professional examination for ensign, Medical Service Corps, in accordance with BuPers Circ. Ltr. 210-49 (NDB, 15 Dec 1949). I have now been notified by the Chief of Naval Personnel that I was selected for appointment but that due to the insufficient number of vacancies I was not appointed.

Now what's the scoop? (1) Will there be a list for future appointments from among those already selected? (2) Will the whole procedure be repeated instead? (3) Is there any plan for temporary appointments for those selected but not appointed? (4) What about the possibility of waiving age requirements in a case like mine? (I will reach the age of 32 very soon.)—P.A.B., HMC, USN.

• (1) No such list as you mention is contemplated. (2) Yes. BuPers Circ. Ltr. 210-49 will serve as a guide for submitting a new application. (3) No temporary appointments for those selected but not appointed are planned. (4) Since the age limit of 32 years is a provision of law, it cannot be waived.—Ed.

No Wave Boatswain's Mates

SIR: Would you please let us know if there are or ever were any Wave boatswain's mates, and, if so, how many?—F. W. P., DM3, USN; F. I. M., AQM1, USN; and M. D., BM3, USN.

• We answered this one not many months ago but since this point seems to be hotly contested between aviation rates and boatswain's mates at the present time, we'll answer it again. There never were any Wave boatswain's mates. Some Coast Guard Spars held that rating during World War II and were assigned mainly barracks master-at-arms duties.—Ed.

Your Army Time Counts

SIR: I enlisted in the U.S. Army in July 1932 and served three years, being discharged in July 1935. In December 1935 I enlisted in the Navy and have since served on continuous active duty. Does my Army time count toward transfer to the Fleet Reserve, Class F6, on 19 years and six months service?—W.C.J., BMC, USN.

• Yes. All active service in the United States Army is counted as active federal service for the purpose of transfer to Class F-6 of the Fleet Reserve.—Ed.

Monetary Clothing Allowance

SIR: I enlisted in the Naval Reserve Seabees in August 1949. A year later I volunteered for one year's active duty, and was assigned to an overseas station. Although I had had no previous military service I was allowed only \$118.35 for initial clothing allowance. Why shouldn't I be entitled to \$151.55, the same as a recruit?—T.J.R., CEGI, USNR.

• *Initial monetary clothing allowance was \$151.55 only from 1 July 1950 through 15 Aug 1950. Effective 16 Aug 1950, Anav 78-50 changed the value of this allowance to \$118.35. Although your letter doesn't give the exact date, you must have gone on active duty after 15 Aug 1950. If that is true, you did get the same initial clothing allowance that a recruit would have received.*—Ed.

You Must Pass GED Test

SIR: In your story on the 1951 program for LDOs (p. 49, September 1950), you state that "After 1 July 1950, satisfactory completion of the GED test, high school level, will be required. This will be required of all applicants—even high school graduates—and the results must be available in the applicant's record."

My question is whether an LDO applicant who is a certified high school graduate and who has successfully passed the USAFI GED first year college level test will still have to furnish the GED high school level test results.

I realize that the above requirement is held in abeyance until 1 July 1951, but additional clarification will undoubtedly correct any misconceptions held by educational services personnel.—F.S.T., AMC, USN.

• *Yes, all LDO applicants who participate in the 1952 program, which begins 1 July 1951, and in all subsequent programs, must have passed satisfactorily the USAFI GED tests, high school level. This will greatly assist the selection boards in comparing applicants' educational qualifications on a uniform standard. There will be no exemptions for education accomplishments.*—Ed.

Wave Warrant Appointments

SIR: In your September 1950 issue, there was an article to the effect that no warrant appointments are open. Does this apply also to Waves?—E.L.D., YNC, USNR.

• *No original warrant appointments are being made in either the Regular Navy or the Naval Reserve at this time from civilian sources or enlisted women of the Naval Reserve.*—Ed.

Transfer to Fleet Reserve

SIR: If a man has completed over 20 years' service in the Regular Navy and reenlists for six more, does he have to complete three of these six years before he can request transfer to the Fleet Reserve, or may he request transfer to the FR after completing one year of this six-year enlistment?—G.L., UTC, USN.

• *He may request transfer to the Fleet Reserve after completing one year of the six-year enlistment. See Article C-1402 (8), BuPers Manual, which states: "An enlisted person who has been discharged after completing 19 or more years service shall not be permitted to reenlist unless he first signs a written statement to the effect that. . . he voluntarily waives his right to transfer to the Fleet Reserve until he has completed at least one year of service in such reenlistment."*—Ed.

Making Up Lost Time

SIR: What regulation requires the involuntary retention of personnel to make up lost time?—H.J.S., PFC, USMC.

• *Article C-7817 (3), BuPers Manual; and Volume I, Chapter 10, paragraph 10258 (1), Mar Corps Manual. This is the way it reads in the BuPers Manual: "Any period of absence from regular duties on account of injury, sickness or disease resulting from the individual's intemperate use of drugs or alcoholic liquors, or other misconduct, is not "time served" and must be deducted. Such time, day for day, as is lost for these cases in excess of one day must be made good before the enlistment is considered complete."*—Ed.

Broken Service Personnel

SIR: I enlisted in the Navy for six years in November 1940. In February 1946 I was advanced to chief gunner's mate. I was honorably discharged in December 1946. In March 1949 I reenlisted for four years as a seaman first class, and was advanced to gunner's mate third class in February 1950.

From all the talk that is going around this base, all Reserves are coming back in with the rate that they left the Navy. I am a Regular Navy man, and I would like to know if there is now any possible chance of me getting any of my former rate back.—W.J.S., GM3, USN.

• *As a member of the Regular Navy, you may remain in service until eligible for transfer to the Fleet Reserve or for retirement and, barring reduction in rating for disciplinary reasons—or for incompetency, your advancements are normally permanent and within your chosen career.*

The Naval Reserves who are on active duty have been called away from their civilian occupations for a minimum of one year's service. At the end of this period, or when their services are no longer required, the Reserves will return to civilian life and resume work in their former employment or seek new positions. Current directives provide that those Reserves who served on active duty with the Regular Navy between 7 Dec 1941 and Sept 1946, and who decide to make a career of the Navy, may enlist in the Regular Navy only in the pay grades and under the conditions prescribed for broken-service reenlistment of Regular Navy personnel.

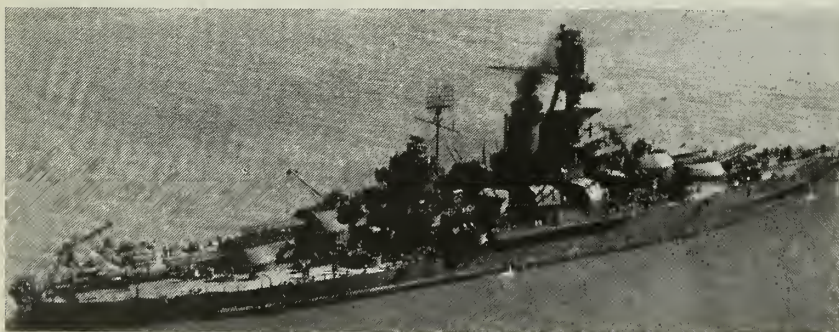
BuPers Circ. Ltr. 145-50 (NDB, 31 Aug 1950) is the only current directive for adjusting rates of broken service personnel and ex-USNR personnel. This authorizes adjustment as high as pay grade E-4 only. BuPers is not contemplating any higher adjustments of broken service personnel at this time.—Ed.

Was Pennsy Last Hit?

SIR: Am I right in stating that the last ship in World War II to be hit and damaged by enemy fire was the battleship USS *Pennsylvania*? I believe her damage was caused by a Japanese torpedo plane at Okinawa. If this is correct, can you give me the date? Thank you.—S.R.S., SK2, USN.

• *You are probably right. USS *Pennsylvania* (BB 38) was hit and damaged on 12 Aug 1945, at anchor off Okinawa, when struck by an aerial torpedo. This attack, which occurred just 59 hours before the official announcement of Japan's surrender, resulted in the death of 20 men.*

However, it is not definitely known whether this ship was the last to be damaged. Many ships' histories would have to be reviewed before this question could be settled for sure.—Ed.



USS PENNSYLVANIA—Valiant BB was torpedoed 59 hours before Japan's official surrender.

Retirement for Temps

SIR: I will complete 20 years' naval service in 1955 and if I retain my present temporary commission I'll complete 10 years' commissioned service simultaneously. Under present law, will I be eligible for retirement at that time?—Z.T.S., LT, USN.

• Temporary officers aren't specifically included in the present 20-year officer retirement law, and there is nothing in the legislative history of the act to indicate that it's applicable to temporary officers whose permanent status is enlisted. Since the question of pay is involved, a definite answer could not be given until a ruling is received from the Comptroller General. As there are no temporary officers who have completed 10 years' commissioned service, the question is hypothetical at this time. It's not likely to be answered until the first case arises and is considered by the Judge Advocate General and the Comptroller General.—ED.

How to Compute Travel Time

SIR: A question has arisen as to the correct way to compute travel time. One contends that the day of departure is a day of duty, while another contends that the day of departure is a day of travel. Therefore, if you transferred a person on the first day of the month, allowing him two days' travel time, (with no delay or proceed involved) what hour and date should he report?—J.R.R., YN1, USN.

• An enlisted member transferred on the first day of the month and allowed two days' travel time (with no delay or proceed time involved) must report to his new station by 2400 on the third day of the month unless an earlier time for reporting is indicated in the orders. For example:

Jan 1—day of departure (day of duty).

Jan 2—travel time.

Jan 3—travel time (report before midnight).—ED.

No Double BAQ

SIR: As I understand the Dependents Assistance Act of 1950, the "Queen Allotment" is paid to the dependent either voluntarily or involuntarily. My question is, what reimbursement provision for quarters is made to an enlisted man in his own right when he is not quartered by the government?—J.D.K., HMC, USN.

• If a person, either officer or enlisted, is receiving a basic allowance for quarters as a member with dependents, there is no provision for payment of BAQ to the member himself if he is not assigned government quarters for his own use.—ED.



MAIL CALL is important 'copter duty. There are no Reserve training helicopter units.

No USNR 'Copter Units

SIR: I am at present in a Volunteer Reserve status and a former VO-VCS pilot with a desire to become associated with a Reserve helicopter unit if such exists. I am willing to travel a reasonable distance to attend drills. Has the Naval Reserve made any plans to establish helicopter units?—W.A.L. Jr., LT, USNR.

• There are no Reserve units for helicopter training at the present time. Establishment of this type of unit has been proposed in plans for the future, but lack of availability of helicopters and trained personnel will prevent any early action on the plan.—ED.

Promotion Zones

SIR: I am interested in learning the inclusive register numbers that are included within the 1950 promotion zone being considered for promotion from lieutenant junior grade to full lieutenant in the Naval Reserve. Any specific information you can furnish will be appreciated.—R.S., LTJG, USNR.

• Here is all available information regarding promotion zones of Reserve officers:

The 1950 selection boards considered: (1) LTJGs for promotion to LT with a date of rank of 1 Jan 1946 or earlier and register numbers through 202136; (2) LTs for promotion to LCDR with a date of rank of 1 July 1944 or earlier and register numbers through 67882; (3) LCDRs for promotion to CDR with a date of rank of 17 Oct 1944 or earlier and register numbers through 18510; (4) CDRs for promotion to CAPT with a date of rank of 1 Nov 1942 and register numbers through 1215.

The 1951 selection boards will consider: (1) LCDRs for promotion to CDR with a date of rank of 20 July 1945 and register numbers through 1565396; (2) CDRs for promotion to CAPT with a date of rank of 18 Nov 1942 or earlier and register numbers through 12365.

To answer your question specifically, promotion zones for 1951 for LTJG to LT, and LT to LCDR have not yet been finally established. They will be published in ALL HANDS and the NAVAL RESERVIST as soon as they are.—ED.

Postal Clerks Do a Big Job and Are Held in High Regard by Shipmates

SIR: This isn't a letter of inquiry, but rather a letter of comment on an article that appeared in the September issue of ALL HANDS (p. 12). The item was headed "NOB Kodiak Receives Record Load of Mail," and states in part that the postman dumped 7,225 pounds of mail into the laps of eight postal clerks and that they had it all ready for mail call next morning.

Since reading that, I've come to the conclusion that postal clerks are very poorly distributed in the Navy.

The records of my little post office as well as the personnel on the Pacific atoll where it is located will vouch for me when I make the following statements:

I have received twice that amount of mail several times, with a couple of thousand pounds left over.

In three "batches" of mail during a period of less than two months in the fall of 1950 I received a total of 44,650 pounds, not counting what arrived in smaller amounts on planes and other ships.

The point of this is that I'm the only postal clerk on this island. There-

fore, I am the only man allowed to enter the post office, and must do all the work myself. And I have never yet failed to hold a mail call on all the air mail and first class mail and at least a part of the parcel post on the day of arrival. Only once have I failed to have all the parcel post ready for delivery by the next morning.

Although my one-shot deliveries of 14,000 to 15,000 pounds of mail sound like record loads to me, they may not be. Around 20 Oct 1950 the postal clerk at Ponape island received 500 sacks of mail, which I would estimate weighed approximately 27,000 pounds. How would those eight men like to tear into that? Thanks for listening.—M.G.H., TESN, USN.

• Thank you for writing. While apparently the big delivery at NOB Kodiak set no Navy-wide record, perhaps it set a NOB Kodiak record. Regardless of who the Navy's prize mail sorter may be, you're all held in high regard throughout the service. Mail call and chow call are what keeps the Navy's manpower in good mental and physical health.—ED.

Boatswain's Pipe or Call?

SIR: On p. 47 of the November 1950 ALL HANDS you go into the history and purpose of what you call a "boatswain's pipe." It is my belief and the knowledge of my skipper that this instrument is actually a "boatswain's call" and the whistle or music or sound (noise, if you prefer) is what should be termed the "pipe."—A. D. H., YNC, USN.

• Noah Webster agrees with you, but that Noah wasn't the one who went to sea. Other more salty authorities have other ideas.

Knight's Modern Seamanship states that the instrument is a "pipe, a small, shrill whistle used by a boatswain's mate in passing a call or in piping the side." The instrument also is called a pipe in references such as Bradford's Glossary of Sea Terms, Lovette's Naval Customs, Usages and Traditions, and Bell's Room to Swing a Cat.

The BuPers Manual of Qualifications for Advancement in Rating informs us that a boatswain's mate shall be able to "pipe common shipboard calls," and the BuPers Manual of Enlisted Navy Job Classifications says a boatswain's mate "pipes calls over the ship's public address system." The BuPers Navy Training Course for Boatswains terms the instrument a "pipe" and that which is passed through it "the call."

Finally, if you are of the school which considers the Bluejackets' Manual the Navy "Bible," you will have to be content with the knowledge that the boatswain's pipe at one time was used in the English navy as a badge of rank, and that although about 1671 it was referred to as a "call," in our Navy it is most generally called a "bosun's pipe."

So whether you term it a "pipe," "call" or "whistle" depends on what authority you recognize.—Ed.

Transfer from USNR to USN

SIR: On 26 Sept 1950 I was recalled to active duty as GM3, USNR. I would like to know the proper procedure for shipping over in the Regular Navy and retaining my present rate.—J.S., GM3, USNR.

SIR: Are there any contemplations in the Navy Department of allowing active duty Reservists now serving with the operating forces to reenlist in USN at their present rates, providing they are below CPO?—V.L.McC., YNTI, USNR.

• A program to provide for voluntary transfers of Naval Reservists on active duty to the regular Navy is currently being formulated. This plan will be announced by BuPers circular letter in the near future. ALL HANDS will also carry a coverage of the policy and procedure as soon as it is released.—Ed.

PO Evolution Sheets

SIR: From June to August, when the first evaluation sheets were submitted on chief and first class petty officers, I was enroute to recruiting duty. Should my last permanent duty station submit an evaluation sheet on me, or am I just out of luck this year?—E.L.M., MEC, USN.

• For record purposes, it is suggested that an evaluation sheet be submitted from your present duty station. Since it would be impossible to submit a full report for such a short period, details of why your report was not submitted before should be included.—Ed.

From Marines to USNR?

SIR: On 23 July 1946 I was released from active duty from the Navy as lieutenant (junior grade), USNR. On 8 Mar 1950 I resigned my Naval Reserve commission to enlist in the Marine Corps. In between these dates I made two attempts to be placed on active duty. Of course, under peacetime conditions, my fields—welfare and recreation, intelligence, and demolitions—were closed. Although I was classified (D), qualified to stand a deck watch, no voluntary applications were being accepted. Now, however, I noticed that ALL HANDS states that some applications are being accepted. Is there any way that I, being now in the regular Marine Corps, may be reinstated with a commission and active duty in the Naval Reserve?—D.C.G., PFC, USMC.

• There is no way whereby a member of the Marine Corps may be reinstated in the U.S. Naval Reserve.—Ed.

Instructor Duty

SIR: I have been officially notified that I'm on the waiting list for recruiting duty assignment. I have heard unofficially that there will be no assignments to recruiting duty from the waiting list in the near future, due to the Korean situation. I would appreciate any information available on this. Also, I'd like to know if there is still a need for instructors (electrical) and if so, what schools have billets for ICC ratings.—J.R.B., ICC, USN.

• There is a continuing need for qualified instructor personnel. Requests for instructor duty should be submitted to BuPers in accordance with BuPers Circ. Ltr. 38-49 (AS & SL, Jan-June 1949). ICC ratings are utilized as instructors in BuPers controlled schools at the following activities: RecSta, Norfolk, Va.; RecSta, Washington, D.C.; NTC Great Lakes, Ill., and NTC San Diego, Calif.

BuPers doesn't anticipate that assignments to recruiting duty will be made from the waiting list in the near future.—Ed.

More on Trailer Transportation

SIR: I read with interest the letter and answer entitled "Allowance for Trailer Travel?" in the September ALL HANDS (p. 26). I understand there exists a BuSanda letter which states that reimbursement for transportation of trailer furniture in cubic feet at the cheapest rail freight rates is authorized upon request. Is this correct?—R. Z. W., QMC, USN.

• BuSanda letter L20-4/L19(STR-5) of 16 Mar 1949 states that a house trailer is not considered as a shipping container for transportation of household goods and that shipment is not authorized at public expense. However, it is stated that the individual can, if desired, submit a claim for reimbursement of cost and forward it to the Navy Regional Accounts Office, Washington 25, D. C. This office, it is stated, will process the claim and forward it to the General Accounting Office for final decision. But, since there is no authority under current laws and regulations for the shipment of trailers, with or without contents, such claims are not allowable. That is, they are not reimbursable.

At the same time, household goods—not "built in"—can be removed from a trailer and transported at government expense the same as furniture used in any other habitation.—Ed.

No Allowance for Awards

SIR: I understand that some time in the past provision was made to count combat air patrols as missions for award purposes. If that policy is still in effect, what course of action should I take to obtain credit for combat air patrols not at present counted as missions? Also, what compensation, if any, is an enlisted man holding the Distinguished Flying Cross entitled to?—C.C.W., AOC (AP), USN.

• The World War II practice of basing awards on the number of missions flown is no longer applicable. The Career Compensation Act of 1949 abolished monetary allowances for awards.—Ed.

Fire Fighting Personnel

SIR: It is my honest opinion that military personnel trained in structural fire fighting should be permitted to continue in the fire fighting service. Their knowledge of fire prevention and fire fighting is of great value and is an asset to the naval service which should not be lost. However, when fire department personnel have completed their duties ashore they are usually sent aboard ship, and their valuable training is lost to the naval service.

I believe that with the growth of the Navy and the necessity of keeping outlying shore activities manned it would

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

- **USS Shangri-La (CV 38):** The reunion tentatively planned for some time in 1950 has been postponed indefinitely. Interested persons should write to William A. Harper, Ward 211, Cushing VA Hospital, Framingham, Mass.

- **VP-14, VP-52 and VP-72:** All former members of these squadrons who are interested in a future reunion in the Norfolk, Va., area should contact LT C.P. Sonneborn, usn, Staff, Commander Utility Wing, Atlantic Fleet, Bldg. SP-2, NAS Norfolk 11, Va. Proposed time for the reunion is July or August 1951.

be better to keep qualified and experienced military personnel in shore fire departments. Also, it is my opinion that a new rating should be established for structural fire fighters. This would enable personnel to continue as structural fire fighters throughout their naval careers.—J.C.H., DC2, usn.

- A study of this problem was initiated by BuPers last year to determine whether it would be practical to include qualifications for structural fire fighting in the damage controlman rating and to establish a new emergency service rating of DCF (fire fighter). As a result of this study, it was considered undesirable to incorporate these qualifications in the general service rating of damage controlman, due to the following factors:

- (1) The only need for men qualified in structural fire fighting is with fire departments at naval shore establishments. Incorporating the qualifications for structural fire fighting in the damage controlman rating would make it necessary to train all damage controlmen in structural fire fighting. It appears that this would be inadvisable and uneconomical since only a few of the total number would ever be assigned duty requiring proficiency in that line.

- (2) The training in structural fire fighting being conducted under the fire marshals of various naval districts is excellent. It is doubtful that this training would be improved either in quality or number of graduates by incorporating the qualifications for structural fire fighting in any one rating.

As you may know, personnel with training and experience in structural fire fighting may be assigned a secondary enlisted Navy job classification code of 3432, Fire Fighters, Shore Station. This code is then entered in the service record and becomes a permanent part of the man's record in the Navy.—Ed.

PO Exam Questions

SIR: BuPers Circ. Ltr. 102-50 (NDB, 30 June 1950) states that all pages of the enlisted service record will be replaced with new type pages. Since this letter is the only publication I know of that gives any information regarding the new pages, I wonder if: (1) Will the service-wide examination for YN3 to be held in January 1951 contain questions pertaining to the old or new pages? (2) Will the examination contain questions pertaining to the various training publications listed in BuPers Circ. Ltr. 187-49 (AS&SL July-Dec 1949)? (3) Are there any revised training courses for YN3? The present course contains nothing but obsolete material. (4) If new training publications have been prepared, will they be ready for distribution before the exams held in January 1951?—A. T. B., YNSN, usn.

- (1) The January 1951 examination for YN3 will contain questions based on the old service record pages. However, examinations now under construction for administration in July 1951 will contain items based on the new enlisted service record. (2) Yes. All advancement in rating exams are based, in general, upon training publications listed in BuPers Circ. Ltr. 187-49. In some instances, materials listed for particular ratings are inadequate and it has been necessary to supplement this material through the use of additional Navy and commercial publications. (3) A revised training course for YN3 and YN2 is being printed. (4) BuPers' Training Division states it will be ready for distribution at an early date, but cannot be certain it will reach candidates before the January 1951 examinations.—Ed.

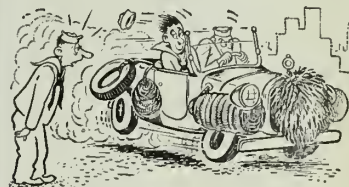
Uniform Isn't Changed Much

SIR: There has been quite a bit of discussion of the new uniform among us Reservists recalled to active duty. We know that information on the uniform was printed in earlier issues of ALL HANDS, but that was before we became interested. Would you describe the new uniform again, and tell me when personnel start wearing it?—W. D. C., RMN3, USNR.

- The "new" enlisted man's uniform is very little different in appearance from present day uniforms. Major changes include a cuffless jumper and trousers with pockets and a zipper fly front. As a result of serviceability tests conducted among personnel of the Atlantic Fleet, the "coat-shoulder" of the jumper and the "fore-and-aft" outside creasing of the trousers have been discarded. The trousers will continue to be creased inboard and the jumper will retain its present "shirt shoulder." The modified uniform is scheduled to replace the present uniform on 1 July 1952.—Ed.

HERE'S YOUR NAVY

While spaces inside a ship are divided by bulkheads instead of walls, and passageways aren't halls, many things in and about the Navy's vessels do have



shoregoing names. In almost every case, however, the familiar name means something entirely different from what you would expect it to.

★ ★ ★

Go down in the bottom of your ship, and you'll find floors, for instance. As a rule, floors in ships are wide web beams which stand up on their edge inside the ship's bottom. Sometimes the ship's bottom itself is called the floor. The



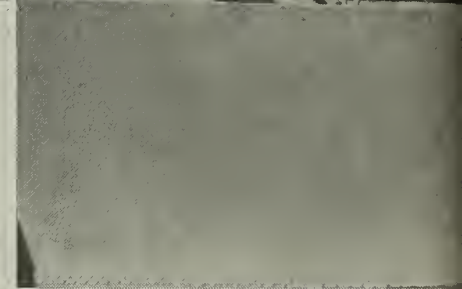
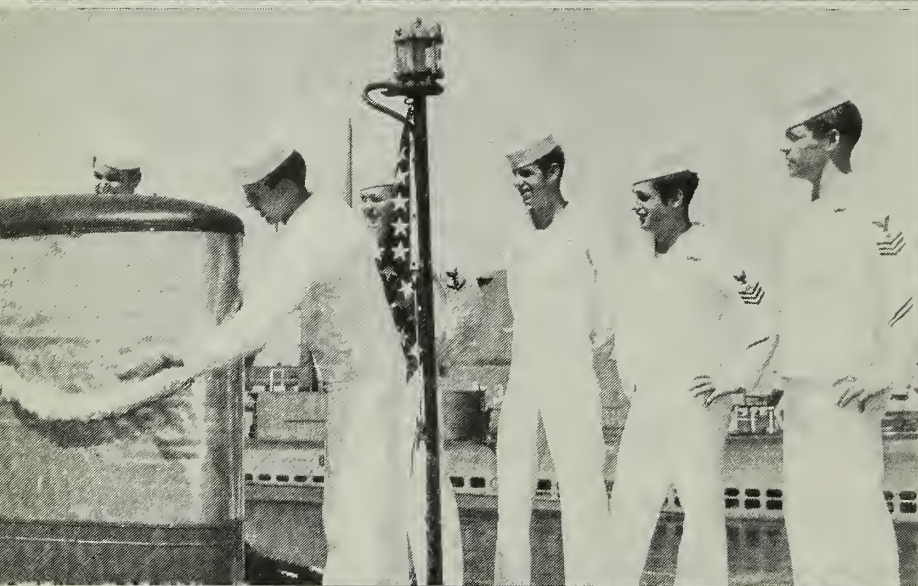
ceiling, where there is any, won't be overhead. It is a sort of lining inside the ship's ribs or frames. It may be continuous—for good appearance—or intermittent to keep cargo away from the ship's skin.

★ ★ ★

While a ship might not have a store, it will usually have a counter—the underside of the stern's overhang. No roof, but a peak—the end of the gaff, from which the colors are flown underway. No chassis, but fenders—the familiar pads of manila or wood for



protecting the ship's side from denting or scratching. And like a house, almost every ship has a yard—in this case the crossarm on the mast, used to support antennae and signal flags and lights.



TODAY'S NAVY



SecNav Gets First-Hand View of Navy and Marines In Action During Trip to Far East and Alaska

After a three-week inspection trip to the Far East, Secretary of the Navy Francis P. Matthews was back in Washington with first-hand impressions of the Navy and Marine Corps in action.

"I've been waiting to see the situation out there first-hand for some time," he said, referring to the Korean area.

One night was spent on board the battleship *Missouri* (BB 63), flagship for the Seventh Fleet. The next day he was whisked off by helicopter to the carrier *Philippine Sea* (CV 47), where he watched *Corsairs*, *Skyraiders* and *Panthers* take off on air strike assignments. Later, he witnessed the carrier's 31,000th landing.

At Tokyo the Secretary of the Navy told correspondents that a

large part of the world misunderstood the American mind. "We must convince the world of the cardinal fact that no country has a single thing which the United States wants," he said.

Included on the itinerary were stops at Pearl Harbor, Kwajalein, Philippines, Okinawa and Tokyo on the way out, and the Aleutians and Alaska on the return. (Picture on page 34).

Navy-MarCor Play Vital Role

Under the watchful eye of fleet bombardment vessels and a sky cover of Navy and Marine Corps planes, evacuation of 60,000 United Nations troops from Hungnam harbor in North Korea was underway.

A rearguard of picked U.N. troops held a perimeter defense line around a 14-mile radius of the harbor in the first several days of the movement. First to go were the casualties in the historic drive toward the sea of the beleaguered Tenth Corps. They were flown to Japan or taken on board waiting hospital ships.

Landing craft made the ship-to-shore runs and back night and day. Equipment and supplies were taken on board Liberty and Victory ships, and troopships stood by to take personnel.

Troops evacuated included U.S. Marines and Army men, South Koreans, a Puerto Rican regimental combat team, and a few British.

← The Navy in Pictures

HULA GIRL, famed trademark of Pearl Harbor, T. H., greets men of USS *DeHaven* (DD 469) as ship pulls up to pier (top right). Top left: Six Wave recruits at Seattle get preview of regulation handbag from Henrietta Grisot, JOSN, USN. Left center: Members of new guppy-type USS *Pickrel* (SS 524) place huge lei on ship's superstructure upon return from Korea. Lower left: Charles Hayes, ADI, and two children, Janice and Terry, watch pet fawn eat her noon meal. Lower right: Wave Patricia Wood and her brother, Leo Wood, AA, USNR, greet pop, Bryon Wood, YN2, at Los Alamitos, Calif.

YESTERDAY'S NAVY



The first salute in Europe to the Stars and Stripes occurred on 14 Feb 1778 while John Paul Jones was at Quiberon Bay in France aboard 18-gun

American cruiser *Ranger*. Maine sunk at Havana 15 Feb 1898.

FEBRUARY 1951

SUN	MON	TUE	WED	THU	FRI	SAT
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18	19	20	21	22	23	24
25	26	27	28			



SECNAV Francis P. Matthews chats with R. G. Hale, PH2, at Kodiak during a tour of the Pacific area.

Evening Dress Uniform

A new evening dress uniform for Marine Corps women has been approved by the Secretary of the Navy. Patterned after the male Marines'

full dress uniform, the new women's uniform will be worn by all women officers at state and diplomatic occasions and other functions where evening dress attire would be required. It consists of a midnight blue mess jacket with a straight, formal skirt slightly flared at the hem, over a tailored blouse of white silk. The blouse is trimmed at the waist with a scarlet silk cummerbund. The jacket, which bears a dozen gilt buttons—six on each side—is worn open. Its scarlet rolled collar is adorned with gold and silver bullion embroidery in the form of oak leaves and acorns, as are the cuffs of the sleeves.

A broad, square-tipped tie is worn at the neck, held with a silver tiering bearing the Marine Corps officers' dress ornament. The rank insignia is embroidered in silver bullion on the shoulder tabs. Small replicas of the Marine insignia, in silver and gold bullion, are attached to the collar points. The headpiece is a tiara of scarlet wool, also embroidered with oak leaves and acorns. Short gauntlet white gloves and a small envelope-type handbag, to which is



MOVIE STARS Gary Cooper and Jane Greer get a briefing at Norfolk, the site of the filming of 'USS Teakettle.'

clipped a detachable rank insignia, complete the ensemble.

The uniform was designed by Mainbocher, who also designed the Waves uniform.

One Man 'Swims' New Underwater Movie Camera Into Action

Navy underwater workers have a new item in their catalog of equipment—a submarine movie camera that can be "swum" into position by one man and operated at depths down to 200 feet.

This camera, a French-built "Aquaflex," is the first completely mobile 35-mm movie camera to be used by the Navy. Its adaptation for underwater use in the Navy came about largely through the efforts of two enlisted men. The two—R. R. Conger, AFC, usn, and G. E. Darragh, PH2, usn, are stationed at the U.S. Naval Photographic Center, Anacostia, D.C. A high-priority project for the device will be that of making training films for deep-sea divers.

The camera itself is enclosed in a steel "blimp" with a glass front. The blimp is only a couple of feet long and approximately a foot in diameter, but with its contents and attachments it weighs 107 pounds when out of the water. In the water, it can be adjusted to weigh only a few ounces, or nothing at all. It can be made to have positive buoyancy, too, so it will float to the surface if turned loose. Airplane-like wings and rudder are attached to the casing, allowing the operator to steer the camera up or down, or right and left, as he moves through the water under swim-fin power.

When the operator is equipped with a "self-contained" face-mask-type diving outfit, he is entirely independent of outside aid. He performs all tasks con-

cerned with running the camera which, also, is independent of topside assistance.

In addition to training divers, films made by use of the new camera are expected to be valuable in the fields of science and industry.



WEIRD LOOKING sea-going camera weighs only a few ounces submerged, floats to surface when released.

From Seaman to Solon

Before Milo W. Sutton, SN, USNR, reported for active duty on board USS *Entemedor* (SS 340), he filed as a candidate for the Kansas state legislature. After the election the 21-year-old seaman got the word; he had been elected. His family and friends had carried on his campaign after he reported for active duty.

Sutton requested permission from the Navy to remain on active duty except when the Kansas legislature was in session. The skipper of *Entemedor* scratched his head over the request, decided that BuPers had better decide on the matter.

The Navy Department decided the youthful legislator would be kept busy with his law-making duties, released him from active duty.

Navy Helps Open New Bridge

A platoon of rifle-bearing sailors from the Tacoma Group, Pacific Reserve Fleet, did much to dramatize the opening of the new 5,800-foot bridge across the Narrows of Puget Sound. Many thousands of spectators jammed all vantage points near the bridge while the rites were in progress.

The new bridge replaces one that was destroyed by wind in November 1940. It forms a vital link in the traffic system of the Pacific northwest, tying in the Olympic Peninsula and the Bremerton Naval Shipyard to the mainland area of the state of Washington. Many other Navy activities lie within a radius of a few hundred miles, all of which will benefit by the bridge. The \$18,000,000 structure has a suspended central span of 2,800 feet and rises high enough above the water to permit passage of the tallest ships.

During the opening ceremonies a destroyer, USS *Charles E. Brannon* (DE 446) hovered in the swift waters nearby. A group of Navy and civilian dignitaries formed the nucleus of ceremonies on the bridge itself. Rear Admiral Daniel E. Barbey, Commandant of the 13th Naval District, cut the ribbon barrier, opening the new bridge to traffic.



Milo W. Sutton, SN

Land-Lubbin' Pup Makes Navy His Career

"Jason? What a name for a dog!" This is the usual remark when one first hears of the mongrel mascot of the Naval Receiving Station Quarters "K" in Washington, D. C.

According to an ID card in the custody of the personnel office, Jason is a scrounger first class, USN; is part chow and other breeds (unknown); is brindle-tan in color, 18 inches tall, weighs 35 pounds; was born sometime in 1947. He was USNR but shipped over to the Regulars when he learned of the Korean situation.

When but a three-day-old pup, Jason found himself assigned in some manner or another to Quarters "K" and has never put in for a transfer. Having seen nothing but shore duty, he hardly could be classified as a sea dog but without question he is strictly Navy.

Jason has no liberty card, but never let it be said that he is not a liberty hound. He's been AWOL more times than the boys at the quarterdeck care to tabulate. But he always comes back (generally when he's hungry) and when on board his performance of duty rates a 4.0. He attends morning muster with ship's company in front of the administration building and, after colors, having the general welfare and safety of the station at heart, he often can be seen making a thorough check of all fireplugs. At night he is a constant companion of the duty MAA as he makes his rounds of the barracks.

Just as he has no liberty card, neither does he lay claim to a chow pass, but mess cooks are his special friends. Were volume of consumption any measuring stick, Jason's weight should be 135 rather than 35. Occasionally, of course, and for reasons best known to himself, he misses regular mealtime. In such event, he puts in to the personnel office for a can of dog food or reports to the quarterdeck where there is always some little tidbit like a ham bone or bucket of meat scraps stowed away for his particular benefit.

If life at Quarters "K" hits a dull spot or becomes too humdrum for Jason's adventurous spirit, he's apt to hitch a ride on a Navy bus headed across the Potomac for the

gun factory, air station, or receiving station at Anacostia.

But all has not been the proverbial bed of roses for Jason. Some of his older acquaintances will recall the time he was struck by a vehicle and suffered a rear leg fracture that kept him limping around in a plaster cast and splints. Once he walked smack into a puddle of strong lye during some disinfecting proceedings. Two paws were burned so badly they required treatment and bandaging. Normally, Jason might have been able to hobble about his business despite this unfortunate circumstance, but it so happened that both of the disabled paws were on the same side. Because of this predicament, he found it necessary to maneuver in a sort of starboard hopping fashion, description of which defies the imagination.

All in all, Jason's existence seems to be motivated entirely by notion. Should the spirit move him he would doubtlessly set forth to fetch golden fleece much after the manner of his namesake in Greek legend.

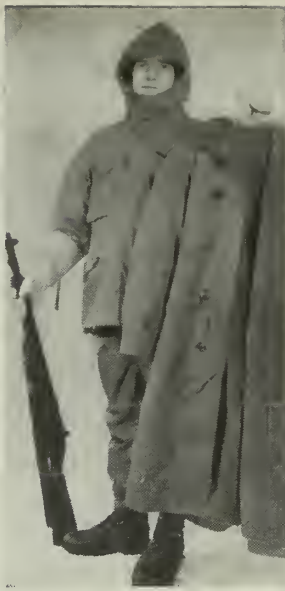
As for fleas, the Quarters "K" fixture has his normal allotment. "After all," says Jason, "a reasonable number of fleas is good for me. It keeps me from brooding over being a dog called Jason—what a name for a dog!"—E. J. Jeffrey, JOC, USN.



JASON, scrounger first class, joined up as a Reserve but shipped over USN after the Korean outbreak.



TOP TO TOE winter clothing protects Marine from the severe cold. Hood covers steel helmet. Alpaca-lined overcoat fits over his full uniform and can be wrapped around his feet when man is crouched in a foxhole. Leather mitten "shells" are worn over wool mittens, both have a trigger finger. The two-in-one boots also have inner soles.



Cuban Courtesy Call

Men of the fast transport *uss Maloy* (DE 791) took part in some Caribbean pageantry when their ship joined with Mexican and Cuban ships in a Cuban historical observance.

Following the course set in an early Cuban move for independence, *Maloy* left New Orleans in company with two Cuban naval vessels—the frigates *Maximo Gomez* and *Antonio Maceo*. Like the flotilla of old, which also consisted of one American ship and two Cuban ships, the group proceeded to Progreso, Mexico, on the tip of the Yucatan peninsula.

While the ships were at Progreso, the Mexican government treated their crews to tours of nearby ruins. Armed with cameras, the men happily prowled Toltec and Aztec structures which were old before Cuban—or American—independence was ever thought of. A *Maloy* parade unit, along with similar units from the Cuban ships, was transported to the town of Meridia to take part in ceremonies conducted by the Mexican government.

Two Mexican navy ships, the patrol vessels *David Porter* and *Virgilio Uribe*, joined the group at Progreso. The five then proceeded to Cardenas, Cuba, site of the first raising of the Cuban flag 100 years ago. There, 38 *Maloy* men again paraded, adding color to the commemorative flag-raising ceremony.

In Havana, Cuba, on the following day, men of *Maloy* once more participated in a parade. As a climax

to the Havana fete, the president of Cuba personally raised the original century-old flag first raised by General Maximo Gomez during his early struggle for Cuban independence.

Cuba did not actually gain independence until 1898—almost half a century after General Gomez's valiant voyage.

Inventor-Chief Completes 32 Years in Navy

The Navy lost a good inventor when Hyde A. Harman, EMC, USN, went out on 32, but if inventiveness runs in families everything will be all right. The chief's son, Paul, LI3, may carry on the tradition.

Chief Harman took his boot training at Norfolk, Va., in 1919. After that, he went to electrician's school, and then to submarine school in New London, Conn. Submarine duty followed, aboard what today are considered to be some really old-time subs: *uss K-2*, *uss E-1* and *uss E-2*. Next, the chief served aboard the submarine tender *uss Canopus*, then in the submarine *uss S-19*.



H. A. Harman, EMC

It was while serving aboard *S-19* that the chief made a name as an inventor. He developed an automatic steering device which he

NAS Squantum to Close

To ease the air traffic situation in the Boston, Mass., area, the Navy plans to close the Naval Air Station, Squantum, Mass., and transfer its air activities to the Naval Air Facility, South Weymouth, Mass.

The move was prompted by a recommendation of the Civil Aeronautics Administration that flight operations in the Boston area be reduced to increase the safety margin. According to the CAA, air traffic from Boston's civilian airport and that from NAS Squantum are in conflict.

The move however will be made only if funds are available for necessary improvements to the South Weymouth field.

Relocation of Reserve air units at South Weymouth, after necessary developments have been completed, will enable these units to maintain their high state of readiness and operate modern aircraft with greater efficiency and safety. In addition, a lighter-than-air squadron now at Squantum will be provided with better facilities at the South Weymouth field, including a blimp hanger.

adapted for the S-type submarines, for the smaller "R-boats" and for fleet-type subs. Harman received the CO's letter of commendation for this accomplishment, and it was during his eight years aboard *S-19* that he made chief.

Time moved on, and brought transfers: to the school submarines *uss O-4* and *R-4*, to Portsmouth, N.H., for additional development of his steering device, back to *R-4*. In 1941 Harman was promoted to the temporary rank of electrician; he was reverted to CPO in 1947.

In 1949 it was New London some more, with the chief serving in the engineering and repair department. He turned to at the task of modernizing the electrical gyro shop while maintaining the regular work load in the shop. Accomplished it so well that he received another letter of commendation.

Thirty-two years is a mighty long time, the chief thinks—long enough to entitle a man to go fishing. Personnel at New London, saw him off in a ceremonial manner.

Four-Time Plank Owner Spends 30 Happy Years in the Navy and Retires

He may not have known it at the time, but a young man named Chester Lovell was starting a very successful career in the summer of 1920, when he first stepped into a Navy recruiting office. It was a career destined to last more than 30 years, and to end with Chester Lovell holding the rank of commander, usn.

Young Chester Lovell enlisted as ASEC on that day back in 1920—apprentice seaman, electrician, general. After recruit training he underwent 32 weeks' instruction in a Navy electrical school, graduating as EM3/c. He was then transferred to the gunboat *uss Dolphin*, a small ship on patrol duty.

In 1922 the young man helped put the submarine tender *uss Canopus* in commission. His interest

in submarines was fired by duty aboard this ship, and he obtained a transfer to the submarine school, New London, Conn., for the submarine training course.

After completion of this course, the submariner helped commission the old-time sub *uss V-2*, and later the submarine *uss S-48*. Early in the 1930s, Chester Lovell, then a chief electrician's mate, abandoned submarines—but not his role as a “ship - commissioner.” In 1934



CDR Chester Lovell

he helped commission the cruiser *uss San Francisco* (CA 38)—making himself a four-time plank-

owner. Aboard this ship he was promoted to warrant electrician.

Next came duty aboard the aircraft carrier *uss Ranger* (CV 4) as electrical officer, then duty at Submarine Base Pearl Harbor as officer in charge of the electrical shop—in the rank of ensign. Other promotions followed, as did other assignments, ashore and afloat. Last rank and assignment before retirement was: Commander Chester Lovell, usn, Repair Officer, U.S. Submarine Base, Pearl Harbor, T.H.—a long way up the ladder from apprentice seaman, electrician, general.

Upon his return to civil life, CDR Lovell said, “I’ve spent 30 happy years in the Navy, and I’d like to spend 30 more years in it if I could.”

How High Is the Ocean?

Discovery of a range of mountains never before known to exist is attributed to an expedition conducted jointly by the University of California and the U.S. Navy.

Although the “new” mountain range is approximately 1,000 miles long and 100 miles wide, and has peaks as much as 14,000 feet high, its existence was unknown. How

could such a massive ridge be concealed from the eye of man? By an ocean, that’s how. The tallest peaks are thousands of feet below the blue Pacific.

The latest-discovered underwater range extends from the Hawaiian Islands to Wake Island. The Hawaiian Islands themselves are the highest peaks of a similar range—peaks which simply are tall enough to stick out of the water.

Two vessels bearing personnel of the U.S. Navy, the Scripps Institution of Oceanography, Stanford University, and two California universities made the discovery while taking echo-type soundings in the mid-Pacific. Discoveries of this kind are of particular value to geographers, oceanographers, and students of plant and animal distribution in the Pacific. Who knows? Perhaps these submerged sea-mounts were once verdant tropic isles.

Smokeless Powder Jato

A light-weight jato unit employing smokeless powder and developing a thrust equal to that of present heavier models has been developed by the Navy.

The new jato units will be used on military aircraft of the three services, all of whom contributed funds toward development of the rocket. Weight saved will add to the pay-

load of aircraft which requires jato in take-offs from aircraft carriers or runways.

Jato is being used increasingly by the Navy. It vastly decreased the distances needed for take-off by heavy aircraft, and assists planes in becoming airborne with bigger payloads. For example, without jato the 155,000-pound Navy *Mars* requires 85-90 seconds to take-off. With jato, this time is reduced to 51 seconds.



NAVY BROTHERS, Cleo J. and Irwin C. Ferguson (right), both BMC, USN, serve with Honolulu’s police force.



ENGLISH PROF W. Van Vactor, University of Washington, has been recalled to duty as seaman by 12 ND.

U.S. Navy Honors Swedish King

The strains of Chopin's *Funeral March* echoed from the storm-swept walls of the Royal Palace in Stockholm, Sweden, as U. S. Navy Band Unit 154 of the Flag Administrative Unit of CinCNELM played final tribute to the casketed remains of Sweden's grand old monarch, Gustav V.

Flanked by a landing party from the destroyers *uss Soley* (DD 707) and *uss Furse* (DDR 882) on one side and a detachment of U. S. Marines from the heavy cruiser *uss Columbus* (CA 74) on the other, the band played from a point at Riddarholm immediately opposite the Royal Palace, setting a marching pace for the dignitaries of Europe who followed the casket.

The Navy band, which is on duty in London, England, marched through the streets of the Swedish capital from the dock where the destroyers *Soley* and *Furse* were tied up to the point on the procession route assigned them. An estimated 100,000 Scandinavians lined the streets, braving a driving snow storm to witness the funeral procession of their monarch. The guns of *Soley*



STONEFACED Ed Sullivan, television master of ceremonies, relaxes into smile as Wave Dolores Caldwell fixes tie. Sullivan was on tour of 1st ND activities.

and *Furse* roared out in the salute of all warships and batteries in the capital.

Rear Admiral Walter F. Boone, USN, Deputy CinCNELM, and Captain Walter C. Ford, USN, CinCNELM's intelligence officer,

marched with Gustav VI, Sweden's new king and the kings of Norway and Denmark in the procession.

The cortege was headed by the massed standards of the armed forces of Sweden, carried by officers of the Swedish Army, Navy and Air Force in full dress uniform. They were followed by the late king's horse, "Dukat," led by two royal horsemen.

On an open wagon, draped in red with golden crowns and drawn by six black-draped horses, the casketed remains of the king who had reigned for 47 years was borne from the Royal Palace, past the U. S. Navy's representatives and along a route lined by 6,500 Swedish troops to the place of burial in the pantheon of Swedish kings, beside his predecessors of seven centuries.

King Gustav VI personally commended the U. S. Navy men from *Soley* and *Furse* and the Marine Detachment from *Columbus* for their performance during the funeral ceremony. Expressions of praise and appreciation came to them from Vice Admiral Helge Stromback, Commander in Chief, Royal Swedish Navy, and high officials of many other nations.—Kenneth Barnsdale, JO1, USN.

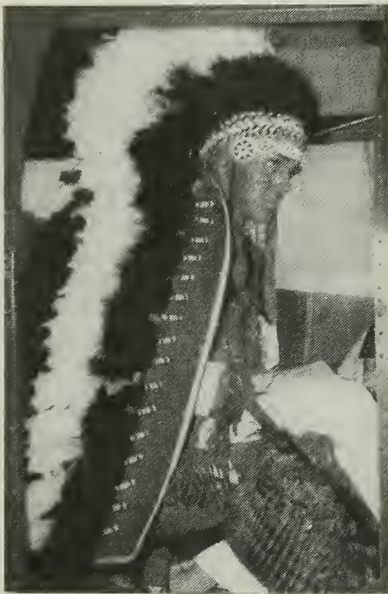
Russians Return Icebreaker

The icebreaker *uss Atka* (AGB 3) has been returned to the U.S. by the U.S.S.R. The vessel was lend-leased to the Russians during World War II.

Originally commissioned by the

PO3 Puts Indian Sign on Navy to Make Chief

Although he didn't have a visor on his cap or brass buttons on his coat everybody knew he was a



WAR PAINT and feathered regalia made C. "Fiery Tongue" Matthews, AT3, chief for a day at Pensacola.

chief. He looked every inch the part—full headdress, tassled breeches, beaded moccasins. His name, he said, was Fiery Tongue.

He came padding into the OOD's office at Corry Field, Pensacola, Fla., and said he wanted to join the Navy. Strange thunderbirds had been flying over his reservation for a long time, and at last somebody had told the chief that they were the Navy's flying machines. Mister Fiery Tongue thought he'd like the job of tending them.

People at the auxiliary air station took it all in their stride, and let the applicant try on a few planes for size. Fiery Tongue said he liked the helicopters best; their gait was much the same as that of his pony on the reservation.

Cameras flashed and people stared, but Fiery Tongue didn't get to sign up in the Navy. You see, he was already in—had been for some time. The real name of the warrior was, and is, Charles Matthews, AT3, USN. Indians are his hobby, and he's an expert in the field of Indian dances.

U.S. Coast Guard under the name *Southwind*, the vessel was turned over to the U.S.S.R. during the latter part of WWII. The Russians renamed her *Admiral Makarov* and used the ship as an icebreaker and weather control data ship.

The Russians returned the vessel to U.S. naval authorities in Japan, where emergency repairs were made on the vessel, including the removal of hundreds of Russian name plates, replaced with English titles.

Atka is now being overhauled and refitted at an East Coast shipyard for duty as a U.S. Navy icebreaker.

Paintings Depict MATS Scenes

A series of 12 paintings depicting the global activities of the military Air Transport Service has been completed by Charles H. Hubbel.

Artist Hubbel, internationally famous for his paintings of aviation scenes, traveled more than 50,000 miles via MATS air routes to collect background material for his paintings. Some 250,000 lithographed copies of his 12 paintings are being distributed to aviation enthusiasts around the world by a civilian manufacturing concern.

Other aviation paintings by Mr. Hubbel are on display in the Smithsonian Institute and Library of Congress. Nine hang on the walls of President Truman's office. Since 1916 he has painted the aircraft of many countries.

Makes 5 'Copter Rescues

First helicopter "ace" in the Atlantic Fleet is believed to be Frederick W. Hudson, ACC, usn, an aviation pilot.

Chief Hudson, assigned to Helicopter UR-49, NAS Lakehurst, N. J., earned his distinction by setting what is believed to be an Atlantic Fleet record for helicopter rescues. He has accomplished five successful rescue missions in six months of piloting the flying windmills.

Most dramatic of these rescues took place while Hudson was operating a 'copter off *uss Midway* (CVB 41) during a Mediterranean cruise. A pilot from *uss Leyte* (CV 32) crashed in the drink, his plane bursting into flames. Hudson swooped down with his helicopter and enabled the pilot to escape the burning plane. He was commended for his action.



HIS EYES still clotted shut from blood that streamed down his face, ENS Jackson is lifted gingerly from the cockpit of his battered F9F Panther.

Blinded Pilot Talked Down to Carrier Deck

Coolness and a steady touch, plus plenty of tense advice from others, brought a temporarily blinded pilot safely back to his carrier in a feat of the Korean war.

Diving his F9F Panther at enemy troops, Ensign Edward D. Jackson, usn, suddenly found himself the victim of an aerial "booby trap"—cables strung by the enemy to catch low-diving planes.

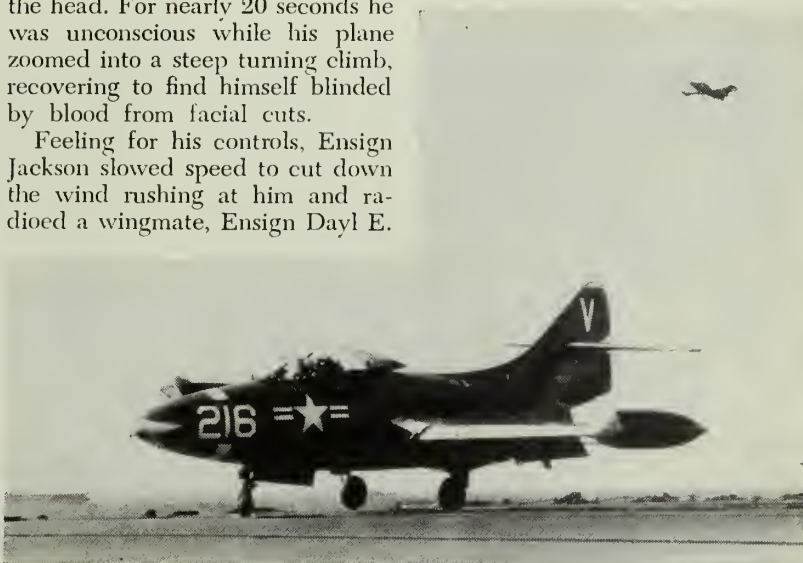
One of the cables caught his right wingtip, shattering it, then whipped through the windshield and canopy, striking the pilot about the head. For nearly 20 seconds he was unconscious while his plane zoomed into a steep turning climb, recovering to find himself blinded by blood from facial cuts.

Feeling for his controls, Ensign Jackson slowed speed to cut down the wind rushing at him and radioed a wingmate, Ensign Dayl E.

Crow, usn, for help. Ensign Crow radioed directions to head Jackson's plane out to sea where their carrier, *uss Philippine Sea* (CV 47).

The real test came in the landing. Lieutenant (junior grade) L. K. Bruestle, usn, tossed aside his hand signals and gave landing directions by voice radio. The landing was described as "normal."

Ensign Jackson reported he saw the flight deck for the first time when the flight surgeon climbed beside the cockpit and wiped the blood from Jackson's eyes.



SAFE AT HOME, Jackson lands plane on radio instructions while wingman Crow hovers overhead. Making amazing landing, F9F caught 5th wire.

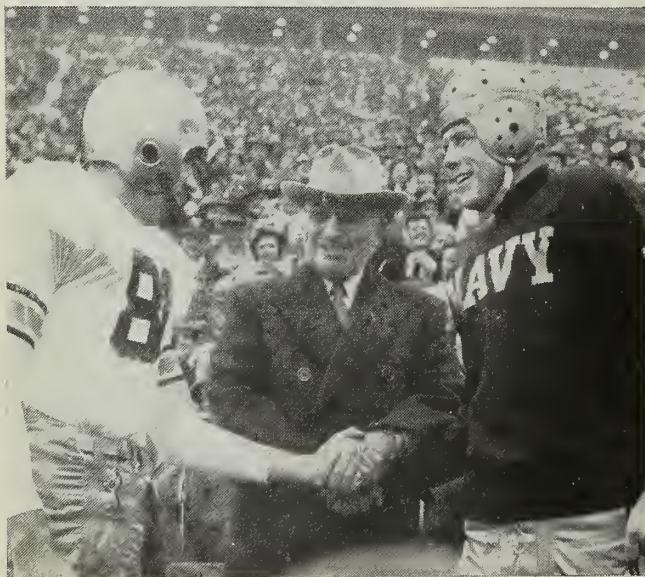
The Fleet Around the World Lauds Victory Over Army



WILD CHEERS greet Captain Tom Bakke and Navy team when players arrive back in Annapolis after beating Army in "the biggest upset of the season."



BABY MULE, pocket-size version of Army's mascot, is produced by midshipmen. This, Navy announced, was 'The Thing' that nobody wants in the song.



PRESIDENT shakes hands with Army's Dan Foldberg and Navy's Bakke before game. Right: Players yell after victory.

When news of the Navy football team's astonishing defeat of the powerful Army squad was flashed around the world, personnel on board Navy ships and stations staged one of the wildest celebrations since VJ Day. Admirals and seamen alike whooped with joy.

Navy entered Municipal Stadium, Philadelphia, Pa., for the annual service classic as a 20-point underdog. The Naval Academy gridders, with a season record of six losses and two wins, were conceded practically no chance of winning over Army, then riding the crest of a 28-game winning streak and ranked number two team in the nation.

When the final score (14-2 in Navy's favor) of the contest reached remote Navy outposts, radio operators stared in disbelief. Many thought the message garbled and requested confirmation of it. When the word came through, all bedlam broke loose.

Congratulatory messages poured into the Naval Academy. Wired a carrier task force off Korea: "From one fighting outfit to another. The officers and men of Task Force 77 salute a football team of which the entire nation may well be proud. You have shown that the future of our Navy will be in good hands by your win in the stadium." Reported the Naval Advanced Base, Bremerhaven, Germany: "We are celebrating your splendid victory. Congratulations to a scrapping team. We

knew you would do it." From the Alaskan Sea Frontier came word that naval personnel from Kodiak to Point Barrow were sending congratulations. Similar messages came from almost every naval organization.

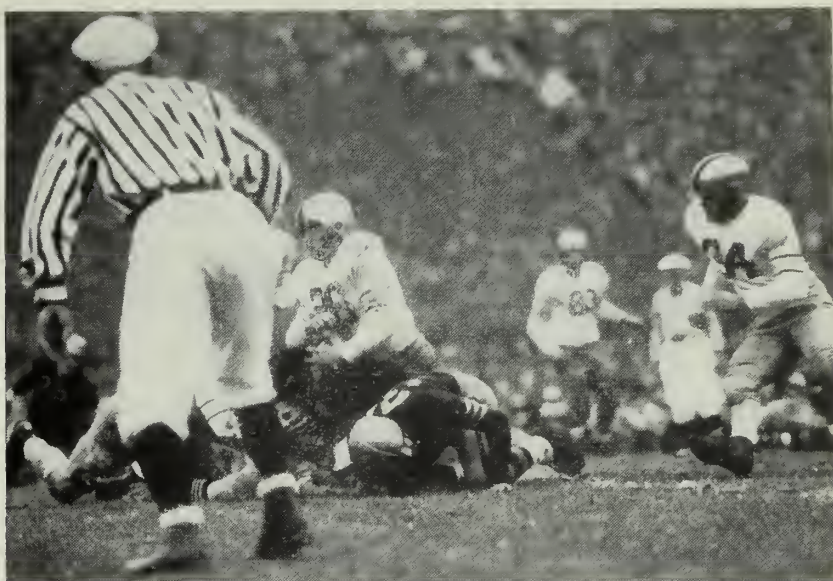
At Municipal Stadium 102,000 stunned spectators watched in disbelief as Navy chewed up the vaunted Army team. Although no score was made in the first quarter, it became evident early in the game that Navy was in no awe of the Army team. The West Pointers' running and passing attack was stopped cold.

Navy's first score came early in the second quarter. Army quarterback Bobby Blaik attempted a pitch-out to Al Pollard, Army's outstanding fullback, who couldn't reach it. Navy end Bob McDonald crashed over the Army line and recovered the ball on Army's 28. Then Navy quarterback Bob Zastrow got things rolling. Spotting halfback Art Sundry loose on Army's right flank, Zastrow speared him with a pass good for 18 yards. Sundry promptly picked up three more yards, placing the pigskin on the Army 15. Zastrow, hotter than a smoking pistol, whipped another pass to halfback Frankie Hauff for another six yards.

Then, on third down and six yards from paydirt, Zastrow pulled the most amazing quarterback sneak seen all year. He twisted through the supposedly impregnable Army forward wall and into the end zone. Fullback Roger Drew booted the ball through the uprights to make the score Navy 7, Army 0.

Later in the second quarter Navy got underway again. Taking over on their own 36, the Midshipmen ignored the clock which indicated the half was about to end and boldly attacked. Zastrow again "sneaked" through the middle of the Army line for 11 yards. Next, on a handoff, halfback Bill Powers broke loose for 22 yards to the Army 30. Then Zastrow ran to his left, turned and hurled a pass into the end zone where end Jim Baldinger made a fantastic catch of it. Drew, who seldom misses, came back into the game and booted the extra point to make the score Navy 14, Army 0.

Army's lone score came in the second half when Zastrow was trapped in his end zone and decided it was safer to be smeared for a safety than try a pass which might be inter-



FAST ACTION with few holds barred marked hotly contested game. Biggest surprise was the fact that Navy not only outscored but outplayed cadets.

cepted. Although Army threatened on several occasions, the Navy line held and the game ended with the score Navy 14, Army 2. Army's 28 game winning streak was broken, and Navy had licked its arch rival for the first time in seven years. In the stands, 3,600 midshipmen went crazy.

Usually sedate Annapolis became the scene of wild celebration following the game. Midshipmen, standing voluntary watches, rang the

bell from *uss Enterprise* (which is tolled whenever Navy beats Army in any sport) for nearly 24 hours. Even Tecumseh, the stern-looking bronze figurehead from the old battleship *Delaware* that looks down on the Academy grounds, broke into a smile. A midshipman climbed up the statue and painted a big grin on its face.

On the Golf Ball

Golf in the Navy seems to be on the upswing. An increasing number of sailors are getting the opportunity to trample fairways and belt lusty drives as Navy golf facilities steadily increase.

The Naval Amphibious Base, Little Creek, Va., has completed a new seven-hole course that sprawls over 70 acres. Eventually two additional holes will be added to make it a regular nine-hole course. Longest hole on the new course is 530 yards, and par for seven holes has been set at 27.

Although facilities are currently limited, plans are underway for a well-stocked golf shop, locker room, and snack bar. Golf lessons for beginners will be given by the club pro. The mild climate of the Norfolk area should enable golfers to play throughout most of the winter months.

NAAS Miramar, Calif., has taken the wraps off a snappy new golf driving range, reputed to be the finest in the area. Ample stocked



ACE GOLFERS Andy Petnunch, ADC, and LT JG Sal Lococo, of FASRon 8, Alameda, are rivals for 12 ND crown.

SIDELINE STRATEGY

If you've been haunting streams, casting wet and dry flies until your arm aches, and have few trout to show for it, this advice from Commander W. C. Grover, USN, should come in handy.

Commander Grover says the secret of catching trout is to keep your eye on the ripples left when a trout surfaces to feed. You can then see the direction he is moving and maneuver your boat so your fly is directly ahead of the trout. To prove he knows whereof he speaks, NAS Denver (where Commander Grover is exec) sent along pictures of a magnificent string of speckled trout landed by the expert angler and companions.

★ ★ ★

Horace "Hank" Herring, TN3, USN, is back in the Navy after a 20-month fling at professional boxing. Herring, twice an All-Navy champion and a member of the U.S. Olympic boxing team, says he would like to get back into Navy fistcuffs. He's out of luck, however, since professionals are not allowed to compete in Navy boxing.

★ ★ ★

Lieutenant Ward Grant Myers, USNR, is a man with a persuasive tongue. Formerly football, baseball, and basketball coach at Antelope Valley High School and Junior College, Lancaster, Calif., Myers was recalled to active duty several months ago. No sooner



had the lieutenant donned his uniform than 27 of his former students showed up at the

Naval Training Center, San Diego. It seems that Lieutenant Myers had given his pupils a pep-talk on the virtues of the Navy before leaving.

★ ★ ★

From Honolulu comes word of sailors participating in a "new" sport—if you can call it that. A group of Navy men



are receiving instruction in the art of "kenpo," a deadly method of self-defense. It appears to be somewhat similar to judo, except that while judo is not intended to inflict permanent injury to an attacker, kenpo is. Originated in India before the days of gunpowder, it was used by Buddhist priests to defend their temples, eventually spread over Asia. Always used only as a self defense art, the vicious sport is designed to break bones and inflict serious injury.

★ ★ ★

Basketball fans who wondered who would fill the pivot slot of the Quantico Marines quintet left vacant by the transfer of First Lieutenant Floyd "Cy" Waldrop, USMC—now with the First Marine Division in Korea—got their answer in six-foot-seven Second Lieutenant Jack Nichols, USMCR. Nichols, a professional star formerly with the Washington Caps, seems to be doing nicely with Quantico. In early season games he was pushing in around 30 points per game—and playing about half of each contest. — Earl Smith, JOC, USN, ALL HANDS Sports Editor.

with all necessary equipment, the range is 250 yards long and 100 yards wide. Gil Mantoani, CSC, USN, PacFlt golf champ, will work at the range with new golfers desiring to improve their game. The range will be available to all personnel on the station.

Interservice Boxing Tourney

The second annual championship boxing tournament of the North-eastern Interservice Sports Council will be held the week of 29 Jan 1951 at Mitchel Air Force Base, Hempstead, L.I., N.Y.

Two top boxers in each weight class representing the various services will clash in the finals of the tournament to select the area Interservice champions. In preliminary matches, district champs from the 1st, 3rd, and 4th Naval Districts will slug it out to determine who will carry Navy colors into the decisive fray.

All Navy, Marine, and Coast Guard enlisted personnel in the area are eligible to take a stab at the fistic crowns, provided they are on active duty and are amateurs. The Navy will be defending the team trophy, which it won last year.

Expert Rifle Coaching

A former meatpacker who had never fired a weapon before joining the Marine Corps has broken the all-time MCRD Parris Island Marine recruit rifle record. By scoring 10 bull's-eyes from the 500-yard line with his last 10 shots, Jack Dedina, Pvt, USMC, scored 238 out of a possible 250.

Totally unfamiliar with firearms prior to entering recruit camp, 18-year-old Dedina credits his astonishing score to expert coaching by Parris Island's crack drill instructors.

District Boxing Tourney Set

Ninth Naval District boxers will square off for a district championship tournament during the week of 28 Jan 1951.

Enlisted Navy, Marine Corps, and Coast Guard personnel who have been on active duty 90 days or more and who have had no professional boxing experience are eligible to participate. Competition will be separated into novice and open divisions, and a champion will be

named in each weight class of each division.

The open division champions will represent the 9th Naval District in the Chicago Golden Gloves Tournament of Champions.

Spear 215-Pound Fish

Armed with spear guns powered by rubber bands, wearing goggles and webbed foot-fins, four Navy men fought a two-and-one-half-hour battle underwater with a 215-pound jewfish. They won.

Scene of the submerged battle was the crystal-clear ocean depths near Key West, Fla. The spear fishermen—Chief Aviation Machinist's Mates A. Crockett, USN; R. Berling, USN; W. Pallack, USN; and Lieutenant G. A. Arbogust, USN, all from the Fleet All Weather Training Unit, Atlantic—staged a running, exhaustive fight with the huge fish before subduing it.

These rugged fishermen look down their nose at those anglers who still rely on hooks and lines to catch fish.

Operations Analysis Course

Applications are desired for an officers' course in the subject of operations analysis. The course will be conducted either at the U.S. Naval Postgraduate School or a selected civilian institution, and is tentatively scheduled to start in the fall of 1951.

Eligible ranks are captain, commander, lieutenant commander and lieutenants, general line or aviation. Captains are narrowed down to "junior captains," and all applicants should have at least six years' experience in fleet operations. Background experience in solving experimental problems is desirable. Applications are particularly desired from officers who have had training in antisubmarine warfare or in aviation, submarines, amphibious warfare or gunnery. In addition, applicants must have completed studies in mathematics through differential and integral calculus with at least a "B" average, equivalent to a mark of 80 per cent.

It is intended that the course will consist of one year of study and a one-year tour of duty under instruction in an operational development force. NavAct 9-50 (NDB, 30 Nov 1950) gives additional details. Deadline for submitting applications is 2 Jan 1951.



Fiesta for Sailors

As a brief respite from flying endless miles over the ocean as part of the Pacific airlift to Korea, the Navy's Transport Squadron 8 (VR 8) decided to throw a party. It was a party with a difference—squadron officers did all the work while EMs got all the laughs.

The officers staged a fiesta, complete with a "bull" (two lieutenant commanders) and "chorus girls" (assorted officers, center). Even VR 8's skipper got into the act as a fearless matador (below). Above: Sailors and wives roar at antics. Pictures courtesy of *Parade*, Sunday picture magazine.



THE BULLETIN BOARD

Male Enlisted Personnel, Either USN or USNR, Are Eligible for Commissions

Male enlisted personnel of the Regular Navy are eligible for consideration for appointment to the grade of ensign, USNR.

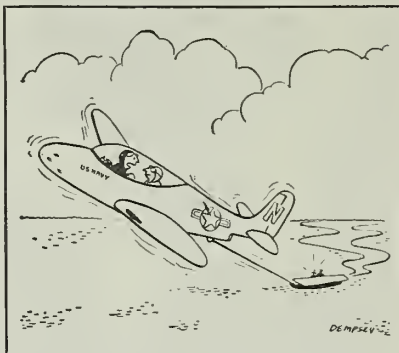
This was announced by a new BuPers directive, which stated that Regular Navy enlisted men are being extended the same opportunity for appointment to ensign, USNR, as was extended to Reserve enlisted personnel by BuPers Circ. Ltr. 172-50 (NDB, 31 Oct 1950). Those Regular Navy enlisted men appointed in the Line and Supply Corps must serve on active duty for a minimum of 21 months, with indoctrination.

BuPers has authorized COs to forward applications from male enlisted members of the Regular Navy serving under their command, who meet the general and special qualifications, as appropriate, outlined in BuPers Circ. Ltr. 172-50. Those qualified who are selected within quota limitations will be offered appointment in the grade of ensign, USNR, with a designation of 1105 or 3105, as appropriate.

After appointment, these officers will be ordered to indoctrination schools. Regular Navy enlisted personnel are eligible for only that part of the Reserve officer program where active duty after appointment is required.

BuPers has directed COs to give wide distribution to the contents of BuPers Circ. Ltr. 179-50 (NDB, 15 Nov 1950), which contains this information, and to insure that the provisions of that letter are fully understood by all male enlisted personnel. The Bureau has also invited attention to the fact that this is *not* a program for appointment to temporary commissioned grade in the U.S. Navy, but a program for appointment to permanent commissioned grade in the U.S. Naval Reserve.

Selected Regular Navy personnel will be discharged for the convenience of the government as of the day prior to such appointment which in effect terminates their Regular Navy careers.



"Have you noticed any excess drag since taking off?"

Ex-POWs Can Figure When Claims Will Be Processed

Former prisoners of war and civilian internees or their survivors can estimate the approximate month in which a claimant's case will come up for processing now that claims numbers have been assigned to all claims received by the War Claims Commission.

All one needs is a dated report from the commission showing the number of claims paid or disallowed and a calendar. For example, about 26,000 claims have been paid and 500 claims disallowed as of 17 Nov 1950. Since the rate of processing has reached a steady pace of 1,000 per week, a claimant with a number under 30,000 had a good chance of having his claim processed before January 1951.

This formula is only an estimate, however. Many factors enter into the processing of a claim and there are still some low-numbered claims which have not been processed for various reasons. A claimant having a number which ordinarily would have been reached by this date and who has not received a request from the commission for additional information is advised to write to the War Claims Commission, Washington 25, D. C. Inquiries regarding claims not yet due for processing should not be made.

The commission reports that through 15 Sept 1950, a total of 13,443 claims had been certified for payments totaling \$9,024,935.82.

Red Cross Lists Services Available for Military Personnel and Families

A program of supplemental services to be furnished the armed forces by the American National Red Cross in peace and war has been jointly developed by ARC and Department of Defense officials.

The Red Cross will assist military personnel and their families with 11 major welfare and recreation activities in time of peace. These are:

- Counseling with patients and their families and dependents on personal and family problems.
- Financial assistance to servicemen and their families and dependents in emergencies.
- Communicating between patients and their families and obtaining information on home and medical conditions for military authorities.
- Providing information to patients and their families concerning federal and state benefits to which they are entitled while they are in service and upon discharge.
- Referral of patients and families to specialized agencies which provide such services as legal aid, employment, medical care and child welfare.
- Providing recreational activities for patients in hospitals.
- Assisting relatives who visit patients in military installations.
- Furnishing comfort supplies to military patients.
- Furnishing health and safety services at military installations, such as water safety, first aid, home nursing and nutrition.
- Cooperation with the military establishment in the conduct of a national blood program to secure donations of whole blood and to provide whole blood and blood derivatives for military hospitals as needed.

In time of war, or when war appears imminent, the Red Cross will *also* undertake responsibility for: (1) an enlarged social welfare, recreation and morale program for both able-bodied and hospitalized per-

sonnel, with the approval of the Department of Defense; (2) providing trained personnel for recreational programs for able-bodied servicemen; (3) cooperating with military authorities in theaters of war for the operation of recreational centers; (4) providing canteen or clubmobile service for troops in isolated areas, at ports of embarkation and debarkation; (5) furnishing supplemental recreation supplies and equipment when those furnished by the government are temporarily unavailable; (6) assisting prisoners of war by handling inquiries on welfare, aiding their dependents and furnishing supplementary food packages, clothing, medicine, comfort articles and other supplies to prisoners of war through the International Committee of the Red Cross.

New Naval Reserve Officers Get Indoctrination Course

An officer indoctrination course for newly commissioned Naval Reserve officers has been established at the General Line School, Monterey, Calif.

The eight-week course is being conducted for the purpose of training new officers in the fundamental knowledge and skills of the naval profession which will permit them to occupy fleet billets commensurate with their rank. First of the indoctrination classes is scheduled to convene on 8 Jan 1951, with subsequent classes convening at intervals of approximately eight weeks.

With the exception of the first class, which will number about 100 officer students, it is expected that the full capacity of 200 students will be utilized. Former enlisted men who have been commissioned in the Naval Reserve will comprise one-half of each indoctrination class while the other half will consist of officer specialists commissioned directly from civilian life.

Scope of instruction of the course includes such topics as general orientation, seamanship, navigation, naval administration, ordnance and gunnery, naval engineering, and customs and traditions of the naval service.

Conduct in Foreign Ports Important in Promoting Good Will for the U.S.

Attention of all commanding officers is being directed to the fact that personnel under their jurisdiction should be instructed on how to conduct themselves ashore while in foreign countries.

BuPers points out in a directive to COs that armed forces personnel assigned to or visiting foreign countries are regarded by the native population as official representatives of the United States. This makes it essential that personnel appreciate the importance of individual conduct in promoting good will and understanding.

The directive, BuPers Circ. Ltr. 161-50 (NDB, 15 Oct 1950) states it has long been the custom for commanding officers to instruct their personnel on conduct ashore in foreign territory, and that many fleet and type commanders have issued instructions on this matter. It states the objective of this program is to provide information that will:

- Encourage personnel to respect foreign countries and their peoples, and to act with a decorum and dignity which will reflect credit on the United States.
- Emphasize the importance of understanding and appreciating the customs and habits of people in areas visited.
- Furnish the individual with a comprehensive understanding of the overseas mission.
- Instill a respect for the traditions, customs and missions of allied forces.
- Describe the physical, cultural, economic and health conditions of the country or geographic area visited.

To aid COs in this program, BuPers distributes *Armed Forces Talk* and furnishes Armed Forces Radio Transcriptions, films, books, pocket guides to foreign countries, posters, maps and language records with accompanying pamphlets. New materials, as they become available, are listed in the *U.S. Naval Training Bulletin*. Films and transcriptions may be drawn from District Training Aids Sections and Film Libraries, and other material from District Publications and Printing Offices.

All Hands Magazine Has Housing Shortage Word

Additional information on housing shortages in areas near naval activities will be published in *ALL HANDS* as it becomes available.

The first available information was published in two earlier directives—BuPers Circ. Ltr. 136-50 (NDB, 31 Aug 1950) and BuPers Circ. Ltr. 164-50 (NDB, 15 Oct 1950)—as well as in *ALL HANDS*.

However, only *ALL HANDS* will publish this information in the future. See page 55.

New NSLI Dividend Possible; Some Unclaimed from First

Veterans Administration still has some \$129,000,000 waiting to be claimed as dividends on National Service Life Insurance policies.

That amount is left from the \$2,800,000,000 dividend on policies in effect during the years 1940 to 1948. Most of the unclaimed portion belongs to persons who so far have neglected to file the necessary information with VA. Application forms can be obtained at any VA regional office or by writing to the Veterans Administration.

Through the end of October 1950, VA had mailed out more than 15,000,000 checks to veterans or their next of kin and beneficiaries. From now on, VA officials say, the last claims will straggle in slowly. They recall that payments of the World War I bonus dragged out for years, with Congress finally instructing VA to turn the unclaimed money back to the Treasury.

Meanwhile, there is a possibility that a dividend for the years 1948 through the 1951 policy anniversary date will be declared for payment in the spring of 1951.

The amount to be paid out and the number of policy holders will be much smaller than for the first NSLI dividend. Instead of 22,000,000 accounts and policies in effect for up to eight years accumulation of dividends, the new payments will cover a maximum of three years and a total of only 8,200,000 accounts.

When VA makes the official announcement of the new dividend and the amount to be paid out, *ALL HANDS* will carry full details.

Requirements To Be Met by Personnel Drawing Hazardous Duty Pay

Detailed instructions on the requirements that must be met by aviation and submarine personnel in order to receive incentive pay for performance of hazardous duty have been issued.

These instructions are contained in Alnav 95-50, (NDB, 15 Sept. 1950), which contains the following, plus other miscellaneous information:

- Outlines a new method of counting the "flight and time" requirements of aviation personnel within any six months' period in order to be eligible for aviation pay.
- Establishes the minimum requirements for Reserve aviation personnel performing inactive duty training (drills).
- Defines the date that personnel assigned to duty on board submarines become eligible for submarine pay.
- Defines an "aviation accident" and issues instructions on entitlement to aviation pay during periods of hospitalization.

For flying personnel of the Regular Navy and Marine Corps, and Reserve personnel on active or training duty, flight requirements outlined in paragraphs 54306-2, BuSanda Manual and 78873-1, Mar-Corps Manual, remain basically the same insofar as flight hours are concerned. However, the requirements based on a combination of flights and hours have been cancelled.

According to the new instructions, when military operations—including operations under other than combat conditions—or unavailability of aircraft prevent flight personnel from

1 Man in 3 Aboard DDR Qualified for Promotion

Crewmen of the radar picket destroyer *uss Rogers* (DDR876) believe they might have set some kind of a record for qualifying men for promotion—at least for a ship of that size.

When results came in from the latest fleet examinations for advancement in rating, nearly one man out of three on board was found qualified for promotion. The examinations are given on a Navy-wide competitive basis.

Thirty-one per cent of the crew—25 men—were eligible to sew on new rating badges or additional chevrons. Twenty-one reached rated status for the first time, two were made eligible for second class petty officer and two for first class.

The mark was made by a relatively new vessel. *Rogers* was assigned to the Pacific Fleet in 1945 after her shakedown and post-commissioning cruise, participating in Operations Sandstone and Miki.

fulfilling their flight requirements for three consecutive calendar months, all flights performed during these three months and during the next three months may be counted to meet the minimum flight requirement of 24 hours for a full six months' period. In every such situation, the commanding officer must certify that military operations of the command, or unavailability of aircraft prevented the man from performing the required hours of aerial flight from month to month. The CO's certification will accompany or be endorsed on the flight certificate submitted at the end of the six months' period.

For Navy and Marine Corps Reservists performing inactive duty training (drills), and detailed to duty involving flying as crew or non-crew members, the minimum flight requirements are:

- During one calendar month—two hours of aerial flight.
- During any two consecutive calendar months when flight require-

ments have not been met for the first month—four hours of aerial flight.

- During any three consecutive calendar months when flight requirements have not been met for the first two months—six hours of aerial flight.

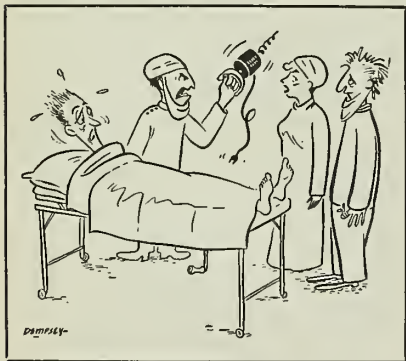
For fractions of a calendar month, the time of aerial flight required bears the same ratio to the time required for a full calendar month as the period in question bears to a full calendar month.

For fractions of two consecutive calendar months, the total number of days shall be considered as a unit, and the time of aerial flight required bears the same ratio to the flight time required for a full calendar month as the period in question bears to a full calendar month.

The directive defines the term "aviation accident" to mean an accident in which a person who is required to participate frequently and regularly in aerial flight is injured or otherwise incapacitated as the result of (1) jumping from, being thrown from, or being struck by an aircraft or any part or auxiliary thereof, or (2) participation in any duly authorized aerial flight or other aircraft operation. This must be attested by the appropriate medical authority of the uniformed service concerned.

Personnel entitled to receive aviation pay who become injured or otherwise incapacitated as the result of an aviation accident will be considered as having fulfilled all of the required hours of aerial flight for a period not to exceed three months following the date the accident occurred — this date having been determined by the appropriate medical authority. Instructions contained in paragraph 54308, BuSanda Manual, regarding entitlement to and credit of aviation pay, continue in effect, except that men who have not completed the required hours of aerial flight for the full month in which the incapacity occurred will be entitled only to credit of aviation pay for that full month and the two following months.

The new instructions state that no person is entitled to aviation pay for any period while suspended from duty involving flying, unless that



"This thing again! Beetlebaum, you'll just have to stay away from the hobby shop."

suspension is removed and flight requirements are met. However, if the suspension is removed and flight requirements for the period of suspension are met, then the man is entitled to aviation pay for that period, regardless of the reason he was suspended.

Personnel attached to a submarine which is in active status, including a submarine under construction from the time the builder's trials commence, will be entitled to receive submarine pay from the date of reporting. Personnel attached to a submarine for temporary or temporary additional duty (other than for transportation purposes) are entitled to receive submarine pay from the date of reporting. Men are entitled to be credited with submarine pay for periods of authorized leave and temporary additional duty if not detached from the submarine.

Personnel who are assigned to submarine duty who are receiving hazardous duty pay will not be entitled to such pay while suspended or otherwise removed from duty by reason of an offense which results in conviction by a general or summary court-martial, or while confined in a brig or prison as the result of a GCM or SCM sentence. The day of suspension from duty or confinement will be considered a day of absence from duty, and the day of restoration to duty or release from confinement will be considered a day of duty.

Ordnance Test Track Built For Supersonic Missiles

Engineering and design work is now under way toward construction of an 11-mile ordnance test track at the U. S. Naval Ordnance Test Station, Inyokern, Calif. The track will be by far the longest course of its kind in the U. S.

"Project SNORT" is the popular name of the forthcoming precision railway, with the word SNORT derived from the initial letters of the words, "Supersonic Naval Ordnance Research Track." At least two years will pass before enough of the track can be laid for operations to begin. Three or four years in all will be required for construction of the entire project.

A jet-propelled sled will run on the super-smooth track to serve as

WAY BACK WHEN

Discipline

As for being subject to disciplinary measures, a seaman in the days of Richard the Lion Hearted would consider personnel of the modern navies a bunch of sea-going sissies.

Take for instance the following recorded code of punishment for sailors back around the year 1190.

Any person who killed another person while on board ship was tied to the dead body and tossed into the sea.

Any person who killed another person on land was tied alive to the dead body and buried with it in the earth.

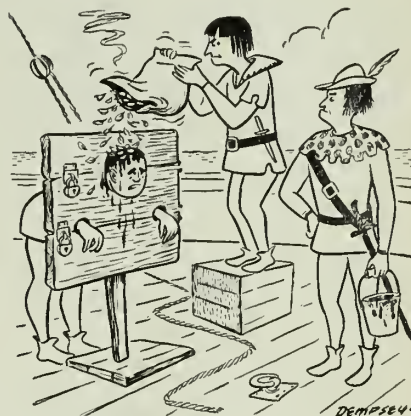
Any person who lawfully was convicted of drawing a knife on another person with intent to draw blood, lost a hand.

Any person who struck another person, but drew no blood, was dipped three times into the sea.

Any person who insulted or cursed another person, especially a superior, was compelled to pay that person one ounce of silver.

Any person convicted of theft had his head shaved and boiling pitch poured upon it, followed by "seasoning" with feathers.

Even as late as the early 16th century,



when King Henry VIII was boss of a navy, if a man was convicted of sleeping on watch for the fourth time, he was tied to the bowsprit, given a biscuit, a ration of beer, and a knife. Other than killing himself with the knife, the culprit had two choices. He could eat his biscuit, drink his beer, and then stay there and starve to death, or cut himself loose and fall into the sea where he most likely would perish or be eaten by sharks.

a vehicle for test items. Three types of tests are planned—two involving supersonic travel of several seconds' duration, with moderate acceleration and deceleration, and one test consisting of high accelerations and decelerations. In one of the sustained-speed type of tests, the sled will carry full-size guided missiles, or large aircraft components, rocket launchers or other full-size items. In the other, it will transport targets for testing fire-control equipment which, in turn, will be mounted at the time in flying aircraft or on the ground.

Many recording instruments, both on the sled and along the track, will provide precise data gleaned from the high-speed runs.

The facility will provide an intermediate step in the development of supersonic missiles, between wind-tunnel tests and free flight. It will give scientists much data not available from either of the other types of tests, due in great part to the fact that specimens will be recovered intact. In free-flight tests they are destroyed or badly damaged upon landing.

Quotas Filled for V-12 Doctors and Dentists

Applications for commissions from doctors and dentists classified as "priority one" under the Selective Service Act are no longer being accepted for the Naval Reserve, and applications from "priority one" dentists are no longer being accepted for the Regular Navy.

BuPers has announced that more than enough applications are on hand to fill the "priority one" quotas allotted to the Navy by Department of Defense regulations. However, applications already accepted by Offices of Naval Officer Procurement will continue to be processed.

Included in "priority one" are doctors and dentists who participated in the Navy's V-12 or similar college programs during World War II and others who were deferred from service to continue educations. Those with less than 90 days of active duty following release from the programs or completion of courses fall within the category.

Going AOL or AWOL Costs You Money, Will Affect Your Naval Career

Many enlisted personnel do not realize the seriousness of becoming a straggler or deserter from the naval service, or the long-range effect it may have upon their naval careers. If they knew the process set in motion by an AOL or AWOL report, most men would never expose themselves to the troubles that follow. So herewith ALL HANDS presents the unhappy details.

A man is declared a straggler from the naval service after he has been AOL or AWOL for a period of 72 hours.

A man is declared a deserter from the naval service after he has been AOL or AWOL for a period of 30 days—or less than 30 days if there was evidence indicating he intended to desert or not return at the time he left.

After a man has been absent without authority from his ship or station for more than 72 hours, that command issues a Stragglers, Declaration and Reward (form NavPers 640). This form contains such information as the man's name, rate, serial number, height, weight, residence, place of enlistment, next of

kin, personal characteristics and other information.

Copies of this stragglers reward are sent immediately to the man's next of kin and the chief of police of his home town, city in which he gave his leave address, cities in and adjacent to the place from which he left, and cities in which his relatives reside. This form states that the Navy will pay a \$25 reward for the apprehension and delivery of the man on board any Navy or Marine Corps activity within 30 days from the date he went AOL or AWOL.

If the straggler is apprehended by civil authorities and delivered into naval custody, the \$25 reward is paid to these policemen and charged against the man's pay. If he is apprehended by military police no reward is paid, but regardless of who takes him into custody, his punishment will be more severe than if he had voluntarily surrendered on board.

Should the man remain absent from his duty station for 30 days, he is declared a deserter. If there is sufficient evidence that he intended to desert when he departed, he may

be declared a deserter immediately. The same form which notified the authorities the man was a straggler also states that after the man has been absent 30 days from the date he went AOL or AWOL he is to be considered a deserter, and the reward for his return is upped to \$50.

At the same time the man is declared a deserter, a letter is written by the commanding officer to his next of kin. This letter informs the next of kin how long the man has been on unauthorized absence from his duty station, and that he has been declared a deserter. It suggests that if the next of kin knows his whereabouts, they should urge the man to return at once to naval jurisdiction, as his punishment will be less severe if he voluntarily returns than if he is apprehended by the police. Because desertion is a very serious offense, the Navy requests assistance from the Federal Bureau of Investigation in apprehending deserters.

It should be pointed out here that an enlisted person of the Navy is not a deserter until he has legally been found guilty by a court-martial on a charge of desertion. Issuance of a deserter's reward form, or entry of a mark of desertion in the service record is not a legal determination of the fact as to whether or not a man is a deserter. The Navy may (and often does) bring to trial by court-martial, on a charge of unauthorized absence, those personnel who have been declared deserters. However, even on this less serious charge long terms of confinement are often awarded.

Conviction of desertion in wartime has far-reaching consequences. The man usually receives a term of imprisonment, is dishonorably discharged and loses his citizenship rights. Sentences which may be imposed on convicted deserters in wartime include the death penalty.

By far the greater number of AOL and AWOL cases are of a less serious nature than those mentioned above, but even in these less severe infractions of discipline the punishment may have both an immediate and long-range damaging effect on the man's naval career. For example, let's see what happens in a hypo-

DECLARATION AND REWARD FOR STRAGGLER/DESERTER FROM THE UNITED STATES NAVAL SERVICE NAVPERS 640 (REV. 10-64)

SHIP OR STATION: USS TOPSAIL (XX 444) DATE: 15 Nov 1950

The following described NAME IN FULL (including SSN): RUDDER, William Wright SERVICE NO: 000 12 21 RATE: RM3

(X) Straggler () Deserter SINCE (hour and date): 0800 12 Nov 1950 FROM (ship or station): USS TOPSAIL (XX 444)

I, hereby declared a straggler from the United States Naval Service, and a reward of twenty-five dollars (\$25) will be paid for his apprehension and delivery on board any United States naval vessel or to any U.S. Naval or U.S. Marine Corps activity, up to and including thirty (30) twenty-four (24) hour days from and after date and hour of above absence.

Further, provided the above-named man has not returned to military control within thirty (30) twenty-four (24) hour days from and after the date and hour of above absence, he is considered to be a deserter from the United States Naval Service and a reward of fifty dollars (\$50) will be paid for his apprehension and delivery on board any United States naval vessel or to any U.S. Naval or U.S. Marine Corps activity, up to and including twenty-three (23) nights, from and after date and hour of above absence.

ENLISTED AT: Mobile, Oregon DATE: 14 June 1947

EXPIRATION OF ENLISTMENT: 13 June 1955 RESIDENCE CLAIMED: 1156 St. Joseph Drive, Mobile, Ore.

BORN IN: Trayville, Wash. DATE BORN: 22 May 1926 NEXT OF KIN: Gertrude Gatsby Rudder (wife)

TRADE: Radioman HEIGHT: 5 ft. 11 in. WEIGHT: 183 POUNDS EYES: Brown HAIR: Brown COMPLEXION: Ruddy

PERSONAL MARKS AND SCARS: ANT: vels; apt. s. 4" FLA: s. 1" 1/2, knee; POST: FM neck; s. 2" 1/2 left leg, u. 3rd

If the straggler or deserter named above claims that he has returned to the service since the straggling or desertion indicated on this after of reward, or that he is on leave, he should be able to present leave papers or his discharge.

The above reward shall be in full satisfaction of all expenses for arresting, keeping, and delivering such man.

If reward will not cover expenses, request instructions by telegraph from the Bureau of Naval Personnel, Navy Department.

This form should be presented to the activity to which straggler or deserter is delivered, in order to expedite payment of the reward involved.

Rewards are not payable for delivery to U. S. Army activities.

Rewards are payable for delivery to U. S. Coast Guard activities only in time of war when the U. S. Coast Guard is operating under the U. S. Navy.

Civil officers will, in all cases, be held responsible for the identity of the straggler or deserter.

COPIES TO—

Next of kin, chief of police of the following: (1) City given as home address, (2) cities in and adjacent to the port in which absence occurred, (3) any city where it is believed man may be located, such as leave address if other than home address, and to the Bureau of Naval Personnel.

J. L. LONGRASS, CDR, USN
(Name, rank, title, and U.S. Navy or U.S. Coast Guard)

Commanding

U. S. GOVERNMENT PRINTING OFFICE 16-59003-1

TROUBLE—Stragglers declaration and reward form is distributed after a man has been AOL or AWOL from his ship or station for more than 72 hours.

thetical, supposedly "non-serious" case.

Bill Doakes, RM3, is assigned to duty on board USS *Topsail*. He is eligible and has been recommended to take the examination for RM2 next July. However, in November he goes on five days leave, has such a fine time he decides to stay a little longer—neglecting to wire the ship for an extension of leave. He returns aboard five days AOL. In the meantime he has, of course, been declared a straggler.

Doakes is given a Deck Court, but because it's his first offense, he is awarded only a \$25 fine. However, in his record goes a conduct mark of 1.5, as prescribed by BuPers Manual. On 31 December, the end of the quarter, he is again given a conduct mark of 1.5 in accordance with current regulations.

Regulations for advancement in

rating state that for advancement from pay grade E4 to pay grade E5 a man must have "no conduct mark less than 3.0 for the preceding 12 months." This makes Doakes ineligible to take the examination in July. In fact it is 20 months from the time he committed the offense until he is again given a chance to be examined for advancement in rating.

Assuming that Doakes would have passed his examination for RM2 when he first had the opportunity, he most probably would have been advanced to second class the following October. This date is 11 months after the date he committed the offense that disqualified him for taking the examination. Now, let's assume that he actually became eligible and was advanced in rating at the next opportunity, a year later, or 21 months from the date he committed the offense. Again assuming that Doakes is married, let's see what those five unauthorized days absence cost him in actual cash. It amounts to approximately \$1,123.50, or \$224.70 per day!

These figures are arrived at by summing up the difference in the pay of a third and second class petty officer (three years' service) for 12 months, the BAQ he would have been eligible for as a second class petty officer, the original fine, and the loss of pay for five days.

The example above is not an unusual or exaggerated case. In fact, the average case of AOL or AWOL is probably more costly to the individual involved. By noting the cash it drains from your pockets in a "non-serious" case of AOL or AWOL, you get a good idea of the heavy cost of more serious cases.

Records show that occasionally a man "goes over the hill" with the idea of turning in at another station. His action is usually motivated by a dislike of his present assignment. He decides that being assigned to different duty will be worth the cost of the discipline. He soon discovers he has made a drastic mistake. He had not taken the long range cost of discipline into consideration, or the fact that whenever practical the man is returned to his original duty station.

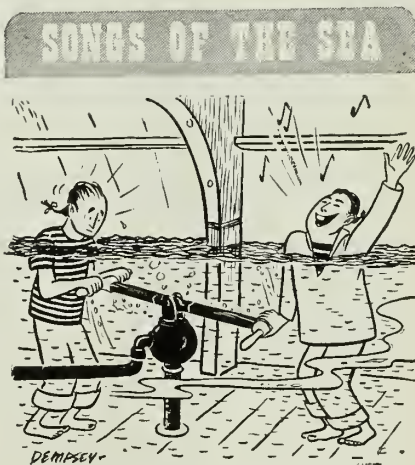
AOL and AWOL is expensive. Can you afford it?

PO Evaluation Sheets Will Be Used to Select Warrants and Ensigns

Evaluation sheets for CPOs and POs submitted to BuPers on 15 July 1950 and 15 Jan 1951 are to be studied by officer procurement boards in conjunction with the process of effecting a considerable number of promotions. The evaluation sheets will serve as nominations to warrant grade and the temporary grade of ensign.

Selection based on the evaluation sheets, and to a larger extent on individual service records, will be made during March 1951. Appointments will be effected during fiscal year 1952—that is, between 30 June 1951, and 1 July 1952.

BuPers Circ. Ltr. 173-50 (NDB, 31 Oct. 1950), which outlines this new procedure, points out that nominations formerly requested of COs in such circumstances will not be required.



A Sailor's Pay

*A dollar a day is a sailor's pay,
To pump all night and work all day.*

*The times are hard and the ship is old,
And there's six feet of water in her hold.*

*The bo'sun shouts, the pumps stand by,
But we can never suck her dry.*

*Oh, heave around the pump-bowls bright;
There'll be no sleep for us this night.*

*Heave around, or we shall drown;
Don't you feel her settling down?*

*The rats have gone, and we the crew,
It's time, by God, that we went too.*

—Old Sea Chantey.

Applications Accepted For Comptroller Course

Applications from captains, commanders, and lieutenant commanders for a one-year postgraduate course in comptrollership are being accepted by the Navy.

Present plans call for the first class, to be conducted at an unspecified civilian institution, to convene in September 1951. Mission of the course is to qualify selected officers for key supervisory and planning positions in comptroller-type billets throughout the Navy.

Officers of the unrestricted General Line, Aviation, Engineering Duty, Aeronautical Engineering Duty, Medical Corps, Supply Corps and Civil Engineer Corps are eligible for the course. All applicants must hold a bachelor degree from an accredited educational institution. Consideration will be given to the service record of applicants and their previous experience in operational planning and administration.

BuPers has announced that applications should be submitted through official channels to reach the Chief of Naval Personnel not later than 2 Jan 1951. Applicants must include in their applications a statement of agreement to serve a minimum of two years in the naval service following completion of the course.

Requirements, Aims and Methods of Navy's LDO Selection Program Discussed

Some mistaken ideas concerning the Navy's LDO program have arisen and circulated since the program's beginning. These probably originated through incomplete information, and in most cases were probably communicated to others through friendly conversations, with no intent of malice.

ALL HANDS here offers a new discussion of the Navy's LDO-selection aims and methods, given without bias or distortion. First, here are four eligibility requirements especially pertinent to this review:

- The LDO applicant must have permanent status in the Regular Navy as commissioned warrant officer, warrant officer, chief petty officer or petty officer first class.
- The applicant must have completed 10 years of active naval service, exclusive of training duty in the Naval or Marine Corps Reserve, on or before 1 January of the year in which the appointment can first be made.
- The applicant must make his own choice as to which classification he desires to be considered for.
- No applicant is eligible to submit applications for consideration for limited duty officer appointment

more than twice. This rule goes into effect with the 1950 program.

Present temporary officers whose permanent status is commissioned warrant officer, warrant officer, chief petty officer or petty officer first class are eligible to apply. They must, of course, meet all other requirements as well. These officers were originally selected for their temporary appointments because of their demonstrated superior qualities. The fact that a high percentage of LDO selectees to date have come from this group should not be surprising.

Although all temporary officers have been informed that their appointments will be terminated on or before 1 Jan 1957, no assurance has been offered to them that they may expect to hold their temporary appointments until that time. On the contrary, a large number already have been reverted involuntarily to their permanent status. Many others have chosen to enter competition for LDO status, although being selected for such status and accepting it would mean a reduction in grade and rank. This they have done in order to be able to plan their careers on a permanent basis.

To insure that young men now advancing in the service will not be blocked from LDO careers by the older temporary officers, no one is allowed to apply under this program more than twice. Applications submitted before the 1950 program are not counted.

All applicants are given equal and impartial consideration for appointment in LDO status, regardless as to whether they are temporary officers, ex-temporary officers, or enlisted men with no service in officer status. The applications of all eligible candidates, and all their records, are considered by the LDO selection boards. Performance records, as related to the technical field for which application is made, undoubtedly play a large part in the selection procedure. Impartial consideration, as outlined here, has been the dominant feature of this program.

To obtain a true picture of the previous enlisted rates of candidates who have been selected for LDO,

it would be necessary to consider the enlisted background of all personnel who have applied since the program began. While this is hardly possible, a tabulation covering the administration classification in the 1950 program is here given. Officers mentioned were commissioned warrant, warrant, or temporary officers at the time of application.

	Number applying	Number selected
YN	102 officer 56 enlisted	8 officer 6 enlisted
PN	11 officer 12 enlisted	1 enlisted
RM	5 officer 17 enlisted	none
TE	5 officer 9 enlisted	1 officer
LI	1 enlisted	none
PI	none	none
MA	3 officer	none
JO	2 officer 1 enlisted	none
CT	1 officer 6 enlisted	none
Other rates	14 officer	none
	143 officer 102 enlisted	9 officer 7 enlisted

The above table indicates that allocation of LDO vacancies by ratio within technical fields among the eligible rates is impractical. Two primary reasons exist:

There would be a lack of incentive for those in sparsely populated rates, since vacancies would rarely be open to them.

There would be created a subdivision of the LDO technical fields—the administration field in this case—which would be like having a “super” rate of chief petty officer. This has been avoided carefully throughout the LDO program, and is a point of difference between that program and the warrant officer program.

If, in any year's program, no applicant from a certain rate is selected for LDO status, it is no indication that applicants in that rate were not considered. Applicants in all the Navy's occupational fields except medical and musical are considered in each year's program.

Copies of Naval Reservist Sent to Ships, Stations

Naval Reservists who go on active duty will now be able to continue their contact with Naval Reserve matters through the publication *The Naval Reservist*. Five copies of the monthly periodical are now sent to each ship and station in the Navy.

BuPers Cire. Ltr. 175-50 (NDB, 15 Nov 1950) gives this information and requests that copies be placed on bulletin boards and in reading rooms where they may be seen by Reserve personnel. Names of Naval Reserve personnel are removed from *The Naval Reservist's* mailing list as the Reservists are recalled to active duty. Until the present distribution to ships and stations began, these people often found themselves denied access to valuable Reserve information.

Convening Dates Speeded Up At 13 Class A Schools Due To Increased Training Needs

Because of increased training requirements due to naval expansion, convening dates of at least 13 Class A service schools have been speeded up.

The schools, their locations, and previous and new convening periods are as follows:

Metalsmiths at San Diego, Calif. Now convenes every two weeks; formerly every four weeks.

Machinery Repairmen at San Diego, Calif. Now convenes every second Monday; formerly every four weeks.

Interior Communications Electricians at Great Lakes, Ill. To convene every two weeks beginning 29 Jan 1951; formerly every four weeks.

Disbursing Clerks at Bayonne, N. J. To convene every three weeks starting 26 Jan 1951; formerly every nine weeks.

Disbursing Clerks at San Diego, Calif. To convene every three weeks after 26 Jan 1951; formerly every nine weeks.

Personnel Men at San Diego, Calif. To convene every two weeks; formerly every four weeks.

Personnel Men at Norfolk, Va. To convene every two weeks; formerly every four weeks.

Commissarymen at San Diego, Calif. To convene every three weeks starting 29 Jan 1951; formerly every nine weeks.

Commissarymen at Bayonne, N. J. To convene every three weeks starting 29 Jan 1951; formerly every nine weeks.

Printers at Norfolk, Va. To convene every four weeks starting 29 Jan 1951; formerly every eight weeks.

Printers at San Francisco, Calif. To convene every four weeks starting 29 Jan 1951; formerly every eight weeks.

Yeomen at San Diego, Calif. Convenes every two weeks; formerly every four weeks.

Class A schools are designed to cover the ground work for general service ratings. Curriculums for Class A schools include all technical qualifications required for POs third and second.

Navy Divers Salvage Empty Soft Drink Bottles

Navy deep sea divers stationed at Naval Air Station, Quonset Point, R. I., are harvesting a bumper crop of empty soft drink bottles from the depths of Narragansett Bay.

Already some 5,000 bottles, or about 180 cases, have been salvaged. In some places the empties lie as thick as 24 bottles to the square foot in water which, in pre-Quonset days, produced an annual harvest of world renowned Wickford oysters.

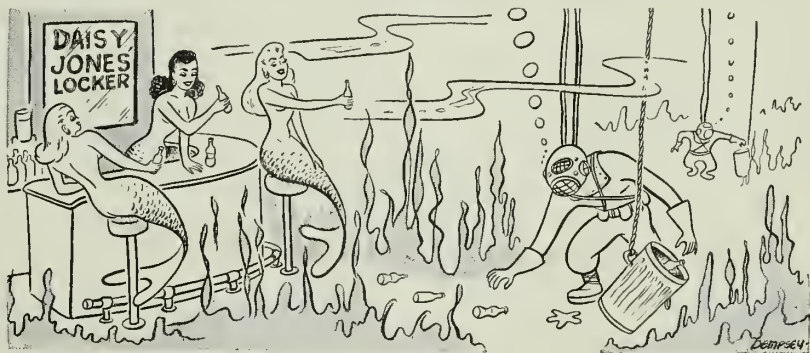
Quonset Point's crop of bottles is a natural phenomenon for obvious reasons—it was easier for crewmen and passengers of tied-up vessels to heave an empty bottle from a ship's deck or porthole than expend energy returning the bottle to the wooden case by the craft's vending machine. This brings up the suggestion that personnel should return empties to the soft drink machine rather than tossing them over the side.

A diver stumbled upon the bottles

several weeks ago while inspecting the bottom around the station's boat house slip.

Four divers retrieve the bottles from the muddy flats below the pier pilings. Wearing their deep diving suits, they operate from diving ladders rigged alongside the pier and from nearby small craft. They work in about 20 feet of water and remain below for 90 minute clips before coming up for a breather. GI cans are used to haul the harvest from the depths.

The subterranean search has been confined to the small boat house slip. However, a diver cheeking the 1,000-foot carrier pier at Quonset where *uss Kearsarge* (CV 33), *uss Leyte* (CV 32) and other carriers have berthed during the past nine years, reports another bottle field—a virtual glass bottom of empty soft drink bottles. —Raymond Wittek, AD3, USN.



Dependents Will Get New ID Card for Medical Care

A new identification card for dependents, to indicate their entitlement to hospitalization and medical care, is now available. The new card, known as Form No. NavPers 1343 (New 8-50), replaces the former dependent's identification card for medical care designated NavMed 562 (2-45).

A joint BuPers- BuMed- Mar-Corps letter of 14 Nov 1950 (NDB, 30 Nov 1950) announces the new identification card and gives instructions regarding it.

The old card will remain valid until the date of expiration indicated on the card. However, all personnel

having dependents should make sure that their dependents have the new card before "the last minute."

Navy and Marine Corps personnel having dependents should request new identification cards from their COs, who can in turn obtain them from District Publications and Printing Offices in the usual manner. In some instances it may be impossible, due to exigencies of the service, for the service member to procure the card and to deliver it to the dependent concerned. In that case, the dependent—or a person acting in the dependent's behalf—may procure a card from either the Bureau of Naval Personnel or Marine Corps Headquarters, as appropriate.

Details are given in the directive.

WHAT'S IN A NAME

Plum Duff

In the more frugal seafaring days, and even more recently during the last war, meatless Thursdays were observed throughout the Navy.

The early seaman referred to such a day as "Banian Day," a term derived from a caste of Hindu merchants and traders who, by their religion, abstained from eating meat.

Closely associated with Banian Day was *Plum Duff*, a flour and water pudding with raisins or currants added and usually boiled in a bag. It was served to compensate for the absence of a meat ration for the day. Variations of this mixture still are an item of sea and shore menus, but as a dessert rather than a meat substitute.

Plum Duff, as a name, is supposed to have originated years ago when an Irish cook found a new recipe for a plum or raisin dough pudding and tried it out on the crew.

When asked what the dish was, the cook

answered, "Duff—here it is in the book." "But," objected an erudite seaman examining the page, "that's not duff, it's dough—d-o-u-g-h!" "Well, I'd like to know!" countered the cook rather testily. "If r-o-u-g-h spells ruff, and t-o-u-g-h spells tuff, then d-o-u-g-h spells duff!" And, in tradition, duff it has remained.



Information School Moves From Carlisle Barracks to Fort Slocum, N. Y.

Fort Slocum, N. Y. near New Rochelle in Westchester County, is to be the new location of the Armed Forces Information School. From its beginning, until the end of 1950, the school was located at Carlisle Barracks, Pa.

The suburban New York City site was chosen for the Information School largely because of the nearness of newspaper, radio, television and public relations facilities. All these are found in abundance in New York, and accommodations for the school are ample at Fort Slocum. Until 1946, Fort Slocum was an Army post; an Air Force Base from 1946 until July 1950. At the present, it is controlled by the General Services Administration, a government agency.

The Information School will be moved during the period 21 February-15 Apr 1951 and regular classes will be resumed beginning 9 May 1951. The Armed Forces Information School conducts both officer and enlisted courses in Public Information and in Information and Education. The officer courses are 14 weeks

long and the course for enlisted personnel are six weeks long. Full information concerning eligibility and applications is furnished in BuPers Circ. Ltrs. 120-49, (NDB, 31 July 1949).

In addition the school has been conducting short courses in Public Information and Armed Forces Information and Education concurrently with the regular courses for the benefit of Reserve officers recalled to active duty. This program is outlined in BuPers Circ. Ltr. 151-50 (NDB, 15 Sept 1950). Class schedules following the 9 May 1951 convening date have not been announced as yet.

Two other schools formerly located at Carlisle are also being moved. They are the Chaplains' School and the Army Security Agency School. The former is accompanying the Information School to Fort Slocum, while the Security Agency School is to locate at Fort Devens, Mass.

The relocation of schools operating at Carlisle Barracks was made necessary when that location was chosen as a permanent home for the Army War College. That college is conducting its 1950-51 course at Fort Leavenworth, Kans.

State Bonuses Are Approved By the Voters of Oregon, Montana and West Virginia

Veterans of West Virginia, Oregon and Montana will receive war bonuses as a result of favorable action by voters in the last elections.

Personnel who believe they might be eligible are cautioned, however, not to write to state officials or to the Bureau of Naval Personnel for additional details. The state legislatures must meet in 1951 to enact the necessary laws setting up payment machinery and providing specific requirements for payment of the bonus.

Other than the information given here, no more is available. As in the past, ALL HANDS will carry further details as they become available.

Election returns showed that the three states passed legislative referendums calling for bonus payments to war veterans at the rate of \$10 per month for domestic service and \$15 per month for overseas service. A fourth state, Louisiana, voted to extend the bonus application deadline of 1 Dec 1949 to 1 Jan 1951.

As passed by the voters, provisions of the bonus referendums were:

West Virginia

Amount—Payment will be made at the rate of \$10 per month for each month of service within the territorial limits of the United States up to a maximum of \$300. For foreign service the rate is \$15 per month up to a maximum of \$400. The total payment is expected to amount to \$90,000,000 and includes bonuses for World Wars I and II service.

The amount to which any deceased veteran would be entitled if living will be paid to surviving relatives who are West Virginia residents at the time of filing in the following order: unmarried widow, children under 16, or dependent parents. Dishonorably discharged veterans are not eligible.

Service—Active service in World War II must have been between 7 Dec 1941 and 2 Sept 1945, and for World War I between 6 Apr 1917 and 11 Nov 1918. The veteran must have served at least 90 days within the specified dates unless discharged

because of a service-connected disability.

Residence — The veteran must have been a resident of West Virginia at the time of entry into the service and for at least six months before.

Oregon

Amount—\$10 for each month of domestic service and \$15 per month of foreign duty to a maximum of \$600. The \$600 maximum is paid to the veteran whose services are terminated by reason of service-connected disability and who, upon filing a claim for disability with the Veterans Administration within three months after separation from the armed service, was rated not less than 50 per cent disabled as a result of the disability claim. Also entitled to the maximum are the survivor or survivors of the deceased veteran whose death was caused or contributed to by a service connected disability or disease incurred in service under conditions other than dishonorable. If death was not incurred in or due to service, the survivor will receive the amount the veteran would have received. Eligible survivors include the unremarried wife or husband, children, and parents, in that order.

Service—Must have served at least 90 days between 16 Sept 1940 and 30 June 1946.

Residence—Must have been a bona fide Oregon resident for at least one year immediately prior to World War II active duty.

Montana

No details on the provisions of the referendum were available except that the amount is to be paid on the rate of \$10 per month of domestic service and \$15 per month of overseas service.

To pay for the bonus, a two-cent tax is levied on cigarettes.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 9

1. (c) Commodore's flag.
2. (c) Brigadier general's flag.
3. (b) Trademan (TD).
4. (c) Machine accountants (MAs).
5. (a) Plotting a weather pilot balloon sounding to compute winds aloft.
6. (b) Aerographer's mates (AGs).

NAS Alameda Marks 10 Years of Achievement

"Hey, what's the big cake for?" asked a startled bluejacket as he entered the messhall at Alameda Naval Air Station for a meal at noon time.

The galley MAA jerked his thumb toward a big pink-and-white iced cake flanked by silver candlesticks. "That? It's for a tenth birthday, Buddy. Now go on in and eat. You're holdin' up the line."

The sailor moved ahead, stacking his tray with roast tom turkey and ham, mashed potatoes, sage dressing, gravy and pineapple sauce, cranberry sauce, eelery, olives, sweet potatoes and all the trimmings of a holiday meal. Almost staggering under the heaped tray, he found a seat. He turned to, wondering if it could be *his* birthday. Suddenly the loud speaker snapped on and a voice said, "All hands, may I have a few minutes of your attention?"

The bluejacket turned around and did a quick double-take. It was the skipper himself at the mike.

Captain John B. Moss, USN, the station's CO, continued. "Today is the tenth anniversary of the commissioning of this station. Since it is now your home and mine, I feel

you would like to know a little about how it got here in the first place."

He then proceeded to give the diners a thumbnail sketch of the task of building the air base. He touched especially on the fact that 2,200 acres of swamp and tideland had been converted by American skill and energy into a booming air station in record time to meet the needs of World War II.

Captain Moss outlined some of the achievements of the station, pointed out that it's the only west-coast jet repair base, and elaborated on the importance of "service to the fleet."

"Each and every one of us has a job to do," he concluded, "and I count myself fortunate, as I hope you do, to be able to be here at this station to do it. Alameda has established a fine reputation in these 10 years. It is up to us to carry on in the traditions already set up for us."

Then Captain Moss stepped down, took a big galley knife in his hand, and cut the cake with the 10 candles still burning—10 points of light designating 10 years of achievement. — Grace Bosworth, SN, USN.

4 Courses Planned for 1951 At the Naval War College

Four courses are scheduled to begin at the Naval War College, Newport, R. I., late in 1951.

Three will begin on 16 Aug 1951 and the Advanced Course will begin when officers are available for assignment to take the course. A description of the courses follows:

- **Advanced Course**—Flag officers and captains selected to flag rank are eligible. The course is of approximately six months' duration and provides officers with an opportunity to further their understanding of the fundamentals of warfare, with emphasis on a review of knowledge necessary for the exercise of high command and the advancement of their strategic thinking.

- **Strategy and Tactics Course**—This and the remaining two courses will be of 10 months' duration. Line

and staff officers of the Regular Navy of the grades of captain and commander, having commissioned service of from 15 to 25 years, inclusive, are eligible.

- **Logistics Course**—This course emphasizes the nature of logistics and the influence of logistics on future warfare. Line and staff officers of the Regular Navy of the grades of captain and commander, having commissioned service of from 15 to 25 years, inclusive, are eligible.

- **Command and Staff Course**—This course will provide lieutenant commanders with an opportunity to further their understanding of the fundamentals of warfare, with emphasis upon the operational functions of command and organization, and procedures of staffs.

For further information concerning these courses, consult BuPers Circ. Ltr. 188-50 (NDB, 30 Nov 1950).

Active Duty Personnel Get Part of Tuition Paid for Spare-Time Study Courses

Opportunity is knocking, for naval personnel who are in a position where they can pursue off-duty study courses at accredited civilian educational institutions. For those who can qualify, Uncle Sam will pay, with certain limitations, three-quarters of the tuition cost.

Information about this matter is contained in BuPers Circ. Ltr. 178-50 (NDB, 15 Nov 1950). To be eligible, the directive states, candidates must be Regular Navy personnel or Naval Reserve personnel on continuous active duty. Enlisted personnel of the Regular Navy must have at least one year of obligated service remaining at time of enrollment. Also, his remaining period of service at his present station must be such that he can reasonably expect to be able to complete the course.

Institutions considered accredited are those listed in Part I of "Accredited Higher Institutions 1948" Bulletin 1949, No. 6, U. S. Office of Education. If your information and

education officer doesn't have a copy of this, he can get one from your district publications and printing office.

The circular letter calls on COs to approve only those courses which will contribute to the individual's performance of duty or professional capabilities. Justification for spending the funds should be apparent to the CO before approval is granted.

Tuition assistance obtainable under the provisions of this letter amount to three-fourths of the tuition cost, up to \$7.50 per semester hour—\$5.00 per quarter hour if the institution uses the quarter hour system. If the course desired is a high school course, the allowance is \$22.50 per Carnegie unit. (A Carnegie unit is the amount of credit allowed for a regular high school course, such as English or algebra, taken throughout a school year and passed.) All costs in addition to tuition must be borne by the individual. The directive includes instructions regarding funds, for district and river commandants and force commanders.

Here is the procedure for commencing a study course under the provisions of BuPers Circ. Ltr. 178-50.

- The individual confers with his educational officer or educational counselor concerning a course, or courses, suited to his needs, qualifications and educational program.

- The individual applies for admission to the educational institution or requests a statement that he will be accepted.

- Upon receiving an indication from the institution that he will be admitted, the individual submits a request to the CO for approval of funds. A sample request is given as an enclosure to the circular letter.

- If he deems it justified, the CO requests the necessary allocation of funds from the appropriate command.

No payments under this program will be made for courses which were under way at the time the letter became effective or for courses taken at any time in the past. A similar program was conducted throughout part of 1948 and most of 1949, providing for government payment of various portions of tuition costs. This was discontinued in November 1949.

Advancements Temporary To PO2, PO1 and CPO Starting 1 Jan 1951

Starting 1 Jan 1951, all advancements in rating to pay grades E-5 (PO2), E-6 (PO1), and E-7 (CPO) will be temporary.

This new advancement policy is being inaugurated by BuPers because of uncertainty as to the total enlisted strength and composition of the Navy which will be authorized under the current expansion program. Advancements to PO3 and lower ratings will continue to be permanent.

BuPers is requesting that CO's explain fully to all enlisted personnel the reasons for this action. They point out the measure is being taken in order to maintain a properly balanced permanent enlisted rating structure, based on established and continuing requirements of the Navy, and to provide for flexibility of organization about the structure

Eligible PO1s Will Take CPO Exams on 13 February

Service-wide competitive examinations for advancement in rating to chief petty officer, acting appointment, will be conducted throughout the Navy on 13 Feb 1951.

Eligible to compete in the examinations are first class petty officers of both the Regular Navy and Naval Reserve, provided they meet the necessary qualifications.

In general, those eligible to compete in the exams are first class petty officers who have had, or will have by 16 June 1951, 36 months' duty in their present pay grade and at least six months' sea duty during that time. Sea duty is not a requirement for enlisted women, personnel in aviation ratings, and the ratings of communications technician, machine accountant, draftsman, journalist, photographer's mate, and certain personnel in a limited duty status. Personnel must also meet specified proficiency in rate and conduct marks and be recommended for advancement by their commanding officer.

8th Enlisted Man Honored For Heroism in North Korea

Addition of another name brings to eight the number of enlisted men awarded the Bronze Star Medal for heroism in the task of blowing up a railroad tunnel in North Korea. The latest award went to Lon H. Franklin, MM3, USN, who volunteered to serve as a member of the boat crew which took the party ashore and later returned it to its ships.

An account of the raid on a railway tunnel in enemy territory is given in *ALL HANDS*, December 1950, p. 56. Commander William B. Porter, USN, who planned and led the excursion, was awarded the Legion of Merit with Combat V.

Franklin's citation states, in part: "He assisted in providing the landing party with a safe and expeditious passage to its assigned objective along an unfamiliar and exceedingly dangerous coastline . . . through waters infested with native fishing and patrol boats."

to meet immediate and changing needs of the service.

By establishing a controlled and orderly flow of temporary advancements in rating to meet the immediate needs of the Navy, and later confirming or revoking these advancements to permanent rates, as dictated by requirements of the permanent rating structure, BuPers hopes to avoid the situation which existed at the end of World War II when certain ratings were found to be "top heavy."

After 1 Jan 1951 temporary rates will be identified by the designation "(T)" which will be an integral part of the rate abbreviation. Examples: BM2(T)(SS), BMG1(T), BMCA (T). Permanent rates in pay grades E-5, E-6 and E-7—those to which advancement was authorized prior to 1 Jan 1951—will continue to be identified by omission of the designation "(T)". The lower ratings are not affected.

When conditions relative to the needs of the service, and personnel and budgetary ceilings are firmly known, BuPers anticipates that temporary advancements to pay grades E-5, E-6, and E-7 which are established through service-wide competitive examinations will be confirmed as permanent to the maximum extent possible to conform to rating and pay grade allowances. Those personnel, who, due to imposed limitations, cannot be confirmed as permanent in their temporary rate will be reverted to a pay grade no lower than their last permanently-held rate.

When conditions dictate, personnel who have been reverted to their permanent rate may later be re-advanced to a rate no higher than the highest temporary rate held, and confirmed therein as permanent without reexamination or fulfillment of service requirements. However, proficiency and conduct standards must be maintained. At the same time, issuance of appointments to chief petty officer, permanent appointment, will be resumed as appropriate.

Detailed information on all administrative procedures to be carried out in connection with the new temporary rating system are contained in BuPers Circ. Ltr. 181-50 (NDB, 15 Nov 1950).

HOW DID IT START

Oath of Allegiance

The custom of raising the right hand, palm to front, when taking an oath or swearing allegiance originated hundreds of years ago.

One version of how the custom began has it starting in the days when, in certain European countries, a person convicted of a crime was branded in the palm of his right hand as a means of identifying him as a criminal for the remainder of his life. The law prohibited a criminal from testifying under oath. Thus it became customary for a person giving an oath to raise his hand to show there was no brand mark concealed.

Another story has the custom springing from the ancient religious rites that were required when giving an oath. Usually a sacrificial animal was cut to pieces and burned prior to the ceremony, the idea being if the person taking the oath did not live up to his bargain, he would incur all the suffering to which the animal had

been subjected. The oath was usually given in a church or temple of religious worship. The person giving the oath would kneel before the altar, and raise his eyes and hands toward heaven, where it was thought dwelled the deity that would give him strength to live up to the oath.



Boston Placed on the List Of U. S. Areas Reporting Critical Housing Shortage

Latest on the list of critical housing shortages for naval personnel is the Boston area.

A roundup of critical housing areas was published in ALL HANDS, December 1950, pp. 47-49, listing information on New York City, Norfolk, San Francisco, New Orleans, San Diego, Quonset Point, Bremerton, NAS Whidbey Island, Astoria, Great Lakes, Forest Park in Illinois, Crane and Indianapolis in Indiana, Omaha and Hastings in Nebraska, St. Louis, Denver, and NAS Grosse Ile, Mich.

Additional information on New York City points out that the Masonic Serviceman's Center, 71 W. 23rd St., has reopened an office to assist military personnel reporting for duty in the 3rd Naval District in obtaining temporary or permanent housing. A personal interview is required.

The new addition to the list of critical housing areas is the following:

- *Boston*—"Enlisted men are finding it difficult to find suitable accommodations within their means,"

the report states. "It is suggested that officers and enlisted personnel reporting for duty in the Boston metropolitan area have their families remain in their present quarters until adequate housing may be obtained in this area."

The 1st Naval District Housing Office is located at the Welfare Office, district headquarters, 495 Summer Street, Boston 10, Mass., where help may be obtained.

All listings with this section are those voluntarily telephoned in or written in by the landlords or owners desiring naval tenants. The list consists of furnished or unfurnished houses, apartments, rooms, hotel reservations and "share-the-home" plans.

Rentals for apartments and houses range from \$70 to \$85 for one bedroom, \$90 to \$100 for two bedrooms, and \$100 and up for three bedrooms, plus utilities. "Share-the-home" rentals run about \$60 per month.

There are no government or Navy housing units in Boston. However, liaison is maintained with the housing bureau of the Travelers' Aid Society, Bay State Club, Boston Housing Authority and real estate agencies.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 123 — Sets policy for non-forfeiture of BAQ allowance for two months after commencement of unauthorized absence.

No. 124 — Lists officers recommended for promotion to commander as approved by the President.

No. 125 — Cancels Alnav 100 and

states that travel of dependents to all Pacific areas may be resumed under same conditions which existed before 25 June 1950.

No. 126 — Gives information on policy of public discussion of other branches of the military forces.

No. 127 — Cancels all written professional examinations for promotion of officers until further notice.

No. 128 — States policy for the transportation of dependents to overseas areas in the Pacific.

No. 129 — Lists officers selected for promotion to temporary grades of captain and commander as approved by the President in the Chaplain Corps of the Navy.

No. 130 — Lists officers selected for temporary promotion to grade of commander in the Civil Engineer Corps.

No. 131 — Publishes Presidential approval of President of selection

board report of officers recommended for promotion for temporary service of captains and commander rank in the Dental Corps.

No. 132 — States President has approved report of selection board recommending Marine Corps officers for temporary promotion to the grade of colonel.

No. 133 — Gives additional information in defining pay grades mentioned in Alnav 115-50.

No. 134 — Calls for applications for transfer to special duty only designations from Regular Navy lieutenants (junior grade) and ensigns.

No. 135 — Announces distribution of medical officers professional training record DD form 408.

No. 136 — States President has approved selection board recommendation for promotion of three women officers to major in the Marine Corps.

No. 137 — Announces Presidential approval of selection board recommendation for promotion for temporary service in the grades of captain and commander in the Medical Corps, commander in the Medical Service Corps, and commander in the Nurse Corps.

No. 138 — Calls attention of all Reserve officers recalled to active duty after 1 July 1950 to comply with Article B-2205 BuPers Manual.

No. 139 — Announces service-wide competitive examinations for advancement in rating to chief petty officer will be held 13 Feb 1951.

Navacts

No. 8 — Calls for applications for one-year postgraduate course in comptrollership to be convened September 1951.

No. 9 — Announces applications desired for postgraduate course in operations analysis to commence in the fall of 1951 for one year of academic study.

BuPers Circular Letters

No. 170 — Establishes duty rotation policy for enlisted women.

No. 171 — Calls for applications for submarine training at New London, Conn.

No. 172 — Opens applications for Reserve commissions from Naval Reserve enlisted personnel now on active duty.

No. 173 — States importance of

Applications Are Desired For Officers' Sub Class; Deadline Is 1 Mar 1951

Applications are desired by BuPers for the officers' class convening during the first week in July 1951 at the Submarine School, New London, Conn. Length of the course will be six months.

Applications of volunteers for submarine training for this class are desired from officers in the following two categories:

- Lieutenant (junior grade) with date of rank as lieutenant (junior grade) of 1 Jan 1950 or later.

- Ensign with date of rank as ensign prior to 1 July 1950.

Applications should reach BuPers not later than 1 Mar 1951. Dispatch may be used if application by letter cannot reach BuPers in time.

This information is given in BuPers Circ. Ltr. 171-50 (NDB, 31 Oct 1950). The directive states that officers will not be ordered to the Submarine School unless they have completed at least one year of commissioned service as of 1 July 1951. Officers will be selected upon the quality of their fitness-report records and educational background. All officers applying for submarine training should be qualified to stand OOD watches under way. Signed agreements not to resign during the course,

and to serve one year in the naval service after successfully completing submarine training, must be submitted with applications.

Applications submitted prior to the receipt of Circ. Ltr. 171-50 will not be considered unless resubmitted in accordance with the provisions of Circ. Ltr. 171-50.

COs are called upon to bring the circular letter to the attention of all officers who are eligible for submarine training, and to forward all applications. Applications are to be forwarded to the Chief of Naval Personnel (Pers-B1117), with a statement as to whether or not the candidate is qualified to stand OOD watches under way included in the forwarding endorsement. Applications must be accompanied by a certificate of a medical officer stating the candidate's physical fitness for submarines as established by the Bureau of Medicine and Surgery Manual.

There are a limited number of quarters available on the Submarine Base for married officer students. Upon receipt of orders, married officers should request assignment to quarters from the Commanding Officer, Submarine Base, New London, Conn.

Sixty officers were selected for the Submarine School class convening on 8 Jan 1950.

evaluation sheets for chief petty officers and petty officers first class.

No. 174 — Gives information on marriages while on foreign duty and admission to U.S. of certain alien spouses or unmarried children.

No. 175 — Announces that the publication *The Naval Reservist* will be distributed to Regular Navy activities for the benefit of Reserve personnel on active duty.

No. 176 — Announces policy of the Navy Department concerning conscientious objectors.

No. 177 — Lists temporary warrant officers selected for promotion to temporary commissioned warrant officer.

No. 178 — Announces program for partial payment of tuition for off-duty courses taken by naval personnel at accredited civilian educational institutions.

No. 179 — Announces applications are open for appointment of qualified Regular Navy enlisted men in the grade of ensign in the Naval Reserve.

No. 180 — Information on voting by personnel of the armed forces.

No. 181 — Contains information on temporary advancements in rating to pay grades E-5, E-6 and E-7.

No. 182 — States that information on critical shortages of housing for naval personnel will be carried in *ALL HANDS Magazine* rather than in the Navy Department Bulletin.

No. 183 — Contains additional information on promotion examinations for officers.

No. 184 — Contains information on availability and distribution of atomic weapons effects and individual action card.

No. 185 — Defines currently applicable privileges and benefits under the Soldiers' and Sailors' Civil Relief Act.

No. 186 — Publishes supplemental instructions in the use of the standard transfer order form for enlisted personnel.

No. 187 — Contains information on promotion examinations for officers, stating that the suspension of written examinations is of a temporary nature.

No. 188 — Lists four courses scheduled to commence 16 Aug 1951 at Naval War College.

No. 189 — Provides guidance in filling out the monthly fiscal report (NavPers 501-B).

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BOOKS:

REALITY AND FICTION IN THE NEW VOLUMES

HERE are some of the first of the many new books which will find their way to the Navy's ship and station libraries during 1951. BuPers chose these, and others, from among advance copies of many new titles. Constant additions of new volumes keep the Navy's libraries bulging with good reading matter. Don't let it go to waste.

★ ★ ★

• *Rivers Parting*, by Shirley Barker; Crown Publishers.

This story, a superb historical novel, is laid in the period when New Hampshire was being settled. Its locale alternates between the new world of that area and the old world of England.

It's in old England that the story begins—at the Searlocks' rambling, centuries-old house in the county of Nottingham. John Searlock was a young man then, wanting to marry a bar-maid named Joan. Life flowed swiftly and strongly for John in the years that followed, and for his son Will, who was born in New Hampshire but had to taste England himself before he knew where he belonged.

Shirley Barker, the author, was a poet before she was a novelist, and her background as a bard shows through her prose. Seldom, indeed, will a person find such an altogether satisfying combination of tale and

language of telling. Literary Guild selection for January.

★ ★ ★

• *Breaking the Bismarcks Barrier*, by Samuel Eliot Morison; Atlantic-Little, Brown.

This is volume VI of Captain Morison's proposed 14-volume history of U.S. naval operations in World War II. The first four are *The Battle of the Atlantic*, *Operations in North African Waters*, *The Rising Sun in the Pacific*; *Coral Sea*, *Midway* and *Submarine Actions*, and *The Struggle for Guadalcanal*.

The present volume covers the period 22 July 1942 to 1 May 1944—a period which, in the far Pacific, was filled with furious naval action. This portion of the history, like the others which have come before, is so replete with important names, dates and events that hardly a paragraph could be omitted without slighting something which deserves remembrance.

A listing of the titles of the book's four parts should help as guideposts. They are: I—The Papuan Campaign, II—The Central Solomons and Huon Gulf Campaigns, III—The Bougainville Campaign, and IV—Rings Around Rabaul. The 26 chapters that make up these four parts consist of some 450 pages, every one jam-packed with information.

★ ★ ★

• *The Far Lands*, by James Norman Hall; Atlantic-Little, Brown.

Here is the story of an epic Polynesian pilgrimage of long ago—a story with its share of violence and passion yet possessing a dreamy, almost mystical, quality ideally suited to the time and area concerned. It's good "escape fiction," romantic and remote, but fully plausible.

James Norman Hall, alone or with his former co-author Charles Nordhoff, has written many tales of the far lands of the southern seas. Those with whom he has previously shared his love for the gentle islanders and their way of life will be enthralled anew by this romance from their legendary past. Others will be fortunate to be introduced to them as Hall knows them in this vivid, enchanting story.

• *Professor Fodorski*, by Robert Lewis Taylor; Doubleday and Company, Inc.

Writing in his usual smooth, penetrating style, Robert Lewis Taylor presents here a pungent, witty politico-sporting romance of college and football. At the same time, he introduces one of the most charming, most engaging characters to appear in recent fiction—Professor Fodorski, from a place called Wittenberg.

Our sports editor at ALL HANDS say it's the funniest football-connected writing he has read within memory. Even your book reviewer, who barely knows the difference between a quarterback and an end-zone, found much that was hilarious in this short novel. Visualize if you can a gentle, absent-minded European scholar suddenly thrown in with pigskin luggers and associated politicians at Southern Baptist Institute of Technology—and loving every hour of it. Good, rollicking fun.

★ ★ ★

• *A Variety of Fallon*, by Carlos Fallon; Little, Brown and Company.

Here is a light and entertaining, yet highly informative, autobiography—as pleasureable as the best fiction.

Carlos Fallon—of Irish, Spanish, and perhaps a bit of Indian, ancestry—was born into a large family which lived on a misty height outside Bogotá, Colombia, South America. Today his home is in Washington, D. C., but Mr. Fallon spends much time traveling from one lecture platform to another in various parts of the country.

All the hectic years from infancy to the present shared in providing grist to make *A Variety of Fallon* 275 pages of pure pleasure. Boyhood baths in an icy spring in the family patio, followed by wild dashes to a bed which has been pre-warmed by a servant girl; college days in New Orleans, enlivened by a detached head and a vehicle called an Essex; a South American war, after which it was necessary to sail a four-stack destroyer a good long way under canvas; and jungle secrets, including yage, which is something to drink.

Unlike some other autobiographical books, this one—despite a number of outlandish events—does not strain the reader's credulity. It rings true throughout.



VIOLENCE dominates this new James Norman Hall novel about the Polynesians and a legendary pilgrimage.

ALL HANDS BOOK SUPPLEMENT

MONITOR'S MISSION



HAMPTON ROADS: 1862

From the document manuscript "Monitor and Merrimac" by R. S. Collum is reprinted a letter home by Lieutenant S. Dana Greene, USN.

MONITOR'S MISSION



On Sunday morning, March 9, 1862, President Lincoln's cabinet was hastily called to a meeting in Washington. From Norfolk had come the first news of the Rebel ironclad Merrimac in action, and it was all bad: The U.S. frigate Congress, 50 guns, was a flaming wreck. The sloop of war Cumberland, 30 guns, was rammed and sunk. The 50-gun Minnesota was fast aground.

That had been a half day's work for the 10-gun Merrimac, whose armor had suddenly made Union guns seem worthless. The flagship Roanoke, 40 guns, and St. Lawrence, 50 guns, were still afloat, huddled up under Fort Monroe. But how long could they last?

"The Merrimac will change the course of the war," said Secretary of War Stanton to the cabinet. "She will destroy seriatim every naval vessel; she will lay all the cities on the seaboard under contribution. I have no doubt that the enemy is at this minute on the way to Washington, and that we shall have a shell from one of her guns in the White House before we leave this room."

That this debacle should have come about at all was due to the haste with which the Union had evacuated the Norfolk Navy Yard during the previous year, under pressure of Confederate forces. If they had taken the time to blow up their steam frigate Merrimac, instead of merely sinking her with appreciable damage to her hull and engines and boilers, the Confederates would never have been able to raise her to fight for the South.

But raise her they did, and creakety, creaky vessel that she was, she almost turned the Federals out.

She was a ponderous ship for her day, with an ap-

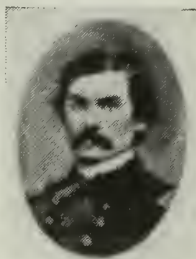
pearance not unlike that of a chopped-off mountain. Above the waterline, the sides of her midships section slanted at a 55-degree angle and were covered over with four inches of plate iron. Her ten guns were a 7-inch rifle at both bow and stern, a 6-inch rifle on either side, and three 9-inch smoothbores firing also to port and starboard.

The midships section covered 178 feet of the hull, or about two-thirds. The remainder, at the bow and stern, was levelled off so as to be just awash when the ironclad was underway and in fighting trim. With the heavy guns and armor piled onto a hull that had not been built for such weight, she drew 22 feet aft and was hard put to work up a speed of five knots.

The North, getting wind of Merrimac's conversion, rushed into production an ironclad of their own. Its name, Monitor, was chosen by its designer as meaning it would "admonish" the South. She was 142 feet long, with a revolving turret protected by eight-inch armor amidships. Her heavy armament was two 11-inch smooth-bores.

Although Monitor maneuvered fairly well and drew only 10 feet and a few inches, she was so unseaworthy that it can be considered a minor miracle she ever survived the trip from New York to Norfolk to fight Merrimac to a draw.

Her young executive officer, Samuel Dana Greene, 22 years old and only out of the Naval Academy since 1859, tells about it here, as reprinted from a letter he wrote home to his parents.



LT Greene

U.S. Steamer Monitor
Hampton Roads, Va.
March 14, 1862

MY DEAR MOTHER AND FATHER:

I commence this now but I don't know when I shall finish, as I have to write it at odd moments when I can find a few minutes' rest. When I bade Charley goodnight on Wednesday, the 5th, I confidently expected to see you the next day, as I then thought it would be impossible to finish our repairs on Thursday, but the mechanics worked all night and at 11 a.m. Thursday we started down the harbor in company with the gunboats *Sabem* and *Currituck*.

We went along very nicely and when we arrived at Governor's Island, the steamer *Seth Low* came along

side and took us in tow. We went out past the Narrows with a light wind from the west and very smooth water. The weather continued the same all Thursday night. I turned out at 6 o'clock on Friday morning, and from that time until Monday at 7 p.m. I think I lived ten good years.

About noon the wind freshened and the sea was quite rough. In the afternoon the sea was breaking over our decks at a great rate and coming in our hawse pipes forward in perfect floods.

Our berth deck hatch leaked in spite of all we could do, and the water came down under the tower like a waterfall. It would strike the pilot house and go over the tower in the most beautiful curves. The water that came through the narrow peepholes in the pilot house

did so with such force as to knock the helmsman completely around from the wheel.

At four o'clock the water had gone down our smokestacks and blowers to such an extent that the blowers gave out, and the engine room rapidly filled with gas. Then occurred a scene I shall never forget.

Our engineers behaved like heroes, every one of them. They fought with the gas, endeavoring to get the blowers to work, until they dropped down apparently as dead as men ever were.

I jumped into the engine room with my men as soon as I could and carried them on top of the tower to get fresh air. I was nearly suffocated with the gas myself but got on deck after everyone was out of the engine room, just in time to come around myself. Also, three firemen were in the same condition as the engineers.

Times looked rather blue, I can assure you. We had no fear as long as the engine could be kept going, to pump out the water, but when that stopped the water increased rapidly.

What to do now we did not know. We had done all in our power and must let things take their own course. Fortunately, the wind was off shore, so we hailed the tug boat and told them to steer directly for the shore in order to get into smooth water. At eight p.m. we managed to get the engines to go, and everything was comparatively quiet again.

2

The Captain had been up nearly all the previous night, and as we did not like to leave the deck without one of us being there, I told him I would keep the watch from eight to twelve, he take it from twelve to four, and I would relieve him from four to eight.

Well, Mother, the first watch passed off very nicely—smooth sea, clear sky, the moon out and the old tank going along five and six knots very nicely. All I had to do was keep awake and think over the narrow escape we had had in the afternoon.

At twelve o'clock things looked so favorable that I told the Captain he need not turn out; I would lay down with my clothes on, and if anything happened I would turn out and attend to it. He said very well, and I went to my room and hoped to get a little nap.

I had scarcely got to my bunk when I was startled by the most infernal noise I ever heard in my life. We were just passing a shoal and the sea suddenly became very rough right ahead. It came up with tremendous force through our anchor well, and forced the air through our hawse pipes, where the chain comes, and then the water would come through in a perfect stream clear to our berth deck over the wardroom table.

The noise resembled the death groans of twenty men, certainly it was the most dismal, awful sound I ever heard. The Captain and myself were on our feet in a moment, endeavoring to stop the hawse pipe.

We succeeded partially—but now the water commenced to come down our blowers again. We feared the same accident that happened in the afternoon. We tried to hail the tugboat, but the wind being directly ahead they could not hear us, and we had no way of signalling to them since the steam whistle had not been put on.

We commenced to think then that *Monitor* would never see daylight. We watched carefully every drop of water that went down the blowers and sent continually to ask the fireman how the blowers were going. His only

answer was: "Slowly, and not much longer unless the water could be stopped from coming down."

The sea was washing completely over our decks and it was dangerous for a man to go on them, so we could do nothing to the blowers.

In the midst of all this, our wheel ropes jumped off the steering wheel (owing to the pitching of the ship) and became jammed. She now commenced to sheer about at an awful rate, and we thought that our hawser must certainly part. Fortunately, it was a new one and held on well.

In the course of half an hour we fixed the wheel ropes and now our blowers were the only difficulty. About three o'clock on Saturday morning the sea became a little smoother, though it was still rough and water was going down our blowers to some extent. The never failing answer from the engine room was: "Blowers going slowly, but can't go much longer."

From four o'clock until daylight was certainly the longest hour and a half I ever spent. I certainly thought the sun had stopped in China and never intended to pay us another visit.

At last, however, we could see. We made the tugboat stand nearer in to shore and get in smooth water, which we did about eight o'clock, a.m.

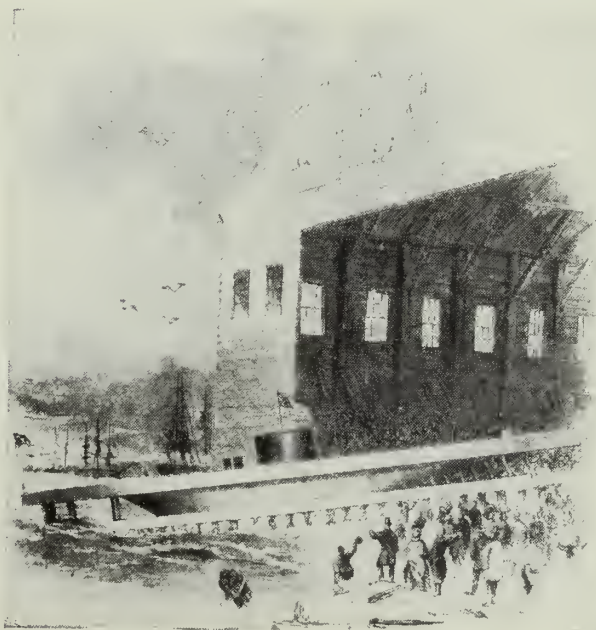
3

Things were again a little quiet, but everything wet and uncomfortable below. The decks and airports leaked, and the water still came down the hatches and under the tower.

I was busy all day making out my station bills and attending to different things that constantly required my attention. At three p.m. we parted our hawser, but fortunately the sea was quite smooth and we secured it without difficulty.

At four p.m. we passed Cape Henry and heard heavy firing in the direction of Fortress Monroe. As we approached, it increased and we immediately cleared ship for action.

About halfway between Fortress Monroe and Cape Henry we spoke with a pilot boat. He told us *Cumberland* was sunk and *Congress* was on fire, and had sur-



MONITOR'S MISSION

rendered to *Merrimac*. We did not credit that at first but as we approached Hampton Roads we could see the fine old *Congress* burning brightly, and we knew then it must be so. Sadly indeed did we feel to think those two fine old vessels had gone to their last homes with so many of their brave crews. Our hearts were very full, and we vowed vengeance on *Merrimac* if it should ever be our lot to fall in with her.

At nine p.m. we anchored near the frigate *Roanoke*, the flagship of Captain Marston. Captain Worden immediately went on board and received orders from Newport News to protect *Minnesota* (which was aground) from the Rebel's *Merrimac*.

We immediately got under weigh and arrived at *Minnesota* at eleven p.m. I went on board in our cutter and asked the captain what his prospects were of getting off. He said he should try to get afloat at two a.m., when it would be high water. I asked him if we could render him any assistance, to which he replied no. I then told him we should do all in our power to protect him from the attacks of *Merrimac*. He thanked me kindly and wished us success.

Just as I arrived back on board *Monitor*, *Congress* blew up and certainly a grander sight was never seen, but it went straight to the marrow of our bones. Not a word was said, but deep did each man think, and wish he was by the side of the *Merrimac*.

4

At one a.m. we anchored near *Minnesota*. The Captain and myself remained on deck waiting for word of *Merrimac*.

Daylight came, and we discovered *Merrimac* at anchor with several vessels under Sewall's Point. We immediately made every preparation for battle.

At eight a.m. on Sunday, *Merrimac* got under weigh, accompanied by several steamers, and headed directly for the still grounded *Minnesota*. By this time our anchor was up, the men at quarters, the guns loaded, and everything ready for action.

As *Merrimac* came closer, the Captain passed the word to commence firing. I triced up the port, ran the gun out, and fired the first shot. Thus commenced the great battle between *Monitor* and *Merrimac*.

Now mark the condition our men and officers were in. Since Friday morning (forty-eight hours) they had had no rest and very little food, since we could not conveniently cook. They had been hard at work all night, with nothing for breakfast except hard bread. They were thoroughly worn out and as for myself, I had not slept a wink for fifty-one hours and had been on my feet almost constantly.

But after the first gun was fired we forgot all our fatigues, hard work and everything else, and went to work fighting as hard as men ever fought. We loaded and fired as fast as we could. I pointed and fired the guns myself. Every shot I would ask the Captain the effect, and the majority of them were encouraging.

The Captain was in the pilot-house directing the movements of the vessel. Acting Master Stodder was standing at the wheel which turns the gun tower, but since he could not manage it, he was relieved by Stimers. The speaking trumpet from the tower to the pilot-house

was broken, so we passed the word from the Captain by Paymaster Keeler and Captain's Clerk Toffey to reach myself on the berth deck.

Five times during the engagement the ships touched sides, and each time I fired a gun at her and will vouch that the 168 pounds of shot penetrated her sides. Once she tried to run us down with her iron prow but did no damage whatever.

After fighting for two hours we hauled off for half an hour to hoist shot in the tower, then at it again we went as hard as we could. The shot, shell, grape, canister, musket and rifle balls flew about us in every direction, but did us no damage.

Our tower was struck several times and though the noise was pretty loud, it did not affect us any. Stodder and one of the men were carelessly leaning against the tower when a shot struck the tower exactly opposite to them and disabled them for an hour or two.

At about 11:30 the Captain sent for me. I went forward and there stood as noble a man as lives, at the foot of the ladder of the pilot-house. His face was perfectly black with powder and iron, and he was apparently blind.

I asked him what was the matter.

He said a shot had struck the pilot-house exactly opposite his eyes and blinded him, and he thought the pilot-house was damaged. He told me to take charge of the ship and use my own discretion. I led him to his room and laid him on the sofa, then took his position.

On examining the pilot-house, I found the iron hatch on top had been knocked about halfway off, and the second iron bar from the top on the forward side was completely cracked through.

We still continued firing, the tower being under the direction of Stimers. We were between two fires—*Minnesota* on one side and *Merrimac* on the other. The latter was retreating toward Sewall's Point and stray shot from the *Minnesota* struck us twice on the tower. I knew if another shot should strike our pilot-house in the same place, our steering apparatus would be disabled and we would be at the mercy of the Rebel batteries on Sewall's Point.

Merrimac was retreating toward this place. We had strict orders to act on the defensive and protect *Minnesota*. We had evidently finished *Merrimac*. As far as the *Minnesota* was concerned, our pilot-house was damaged and we had strict orders not to follow *Merrimac*. Therefore, after *Merrimac* had retreated, I went to *Minnesota* and stood by her until she was floated. This was the reason we did not sink *Merrimac*, and everyone here capable of judging says we acted exactly right.

The fight was over now, and we were victorious. My men and myself were black with smoke and powder; all of my underclothes were black and my person was in the same condition.

5

The Secretary of the Navy, Gustavus Fox, was on board *Minnesota*. As we ran alongside that ship, Secretary Fox hailed us and told us we had fought the greatest naval battle on record and behaved as gallantly as men could. He saw the whole fight.

When our noble Captain heard *Merrimac* had retreated, he said he was perfectly happy and willing to die, since he had saved *Minnesota*. Most fortunately for him his classmate and most intimate friend, Lieutenant Wise, saw the fight and was alongside immediately after the

engagement. He took him on board the ship *Baltimore* and carried him to Washington that night.

Minnesota was still aground and we stood by her until she floated, about 4 p.m. She grounded again shortly and we anchored for the night. I was now both captain and first lieutenant, and had not a soul to help me in the ship as Stodder was injured and Webber useless. I had been up so long, had had so little rest, and had been under such a state of excitement that my nervous system was completely run down. Every bone in my body ached; my limbs and joints were so sore that I could not stand. My nerves and muscles twitched as though electric shocks were continually passing through them, and my head ached as if it would burst.

At eight o'clock that night Tom Selfridge came on board and took command, and brought the following letter from Fox to me:

U.S. Steamer *Roanoke*
Old Point, March 18th

MY DEAR MR. GREENE:

Under the extraordinary circumstances of the contest of yesterday and the responsibility devolving upon me and your extreme youth, I have suggested to Captain Marston to send on board *Monitor* as temporary commander, Lieutenant Selfridge, until the arrival of Commodore Goldsborough, which will be in a few days. I appreciate your position and you must appreciate mine, and serve with the same zeal and fidelity.

Most truly,

G. A. FOX

Of course I was a little taken aback at first, but on second thought I saw it was as it should be. You must recollect the tremendous responsibility resting upon this vessel. We literally hold all the property ashore and float in these regions, as the wooden vessels are useless

against *Merrimac*. At no time during the war, either in the Navy or Army, has any one position been so important as this vessel. You may think I am exaggerating somewhat because I am in *Monitor*, but the President, Secretary of the Navy, General Wool—all think the same, and have telegraphed to that effect, for us to be vigilant, etc., etc.

Under these circumstances it was perfectly right and proper for Mr. Fox to relieve me from the command, for you must recollect I had never performed any but midshipman's duty before this.

Selfridge was only in command two days until Lieutenant Jeffers arrived from Roanoke Island. Mr. Jeffers is everything desirable: talented, educated, energetic and experienced in battle.

Well, I believe I have about finished. Buttsy, my old roommate at the Naval Academy, was on board *Merrimac*. Little did we ever think we should be firing 150-pound shot at each other, but so goes the world.

Our pilot house is nearly completed. We have now solid oak, extending from three inches below the eye-holes in the pilot-house, to five feet out on the deck. This makes an angle of twenty-seven degrees from the horizontal. This is to be covered with three inches of iron. It looks exactly like a pyramid. We will now be invulnerable at every point.

From the battle the deepest indentation in our sides was four inches; in the tower it was two inches; and on the deck it was one-half an inch. No one was affected by the concussion in the tower, either by our own guns or the shots of the enemy.

This is a pretty long letter for me, for you recollect my writing abilities. With much love to you all, I remain,

Your affectionate son,

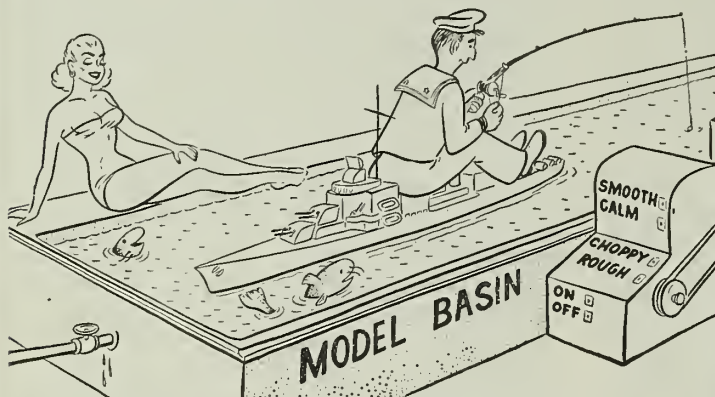
DANA.



TAFFRAIL TALK

IF YOU read our piece on the David Taylor Model Basin (p. 2), you'll realize how many ship design problems are solved by testing ship models before actual construction starts. Our staff writer who wrote the piece tells this additional story:

"When engineers at the Model Basin found that a certain variety of green algae was creeping into their test basins and



dirtying up the water, they hit upon a novel solution: Import fish that will eat the algae.

"Consulting marine biologists, they found that goldfish and 'mud cats,' a variety of catfish, would do the trick. The green growths soon disappeared, leaving the water fresh and clean."

That solved, they soon ran into another problem: The fish died off from lack of sunlight, cut off by the huge roof over the basins. They can't cut holes in the roof or rig an artificial sun inside, so what do they do?

"New fish are imported every month," says our man with finality, "and while they live they eat well."

★ ★ ★

"The back cover of ALL HANDS for September 1950 is, in my estimation," says a letter from Captain R.S. Caldwell, USN, commanding officer of the Naval Ordnance Plant, Macon, Ga., "a most excellent medium for reminding personnel to keep confidential information to themselves."

At his request we sent several photographic enlargements of the original, which now are framed and posted about the plant.

★ ★ ★

Signs of the times on the USNS *David C. Shanks* (TAP 180), which carries dependents: "FOUND—one baby's cowboy boot. Claim same in chaplain's office." . . . "MOTHERS—perambulators will not be left unattended on deck." . . . "BARBER SHOP—Ladies shampoo from 0830 to 1130, by appointment."

★ ★ ★

A northern Virginia school has found of value the material we presented on defense against atomic attack. To instruct teachers, the school requested available information on the subject. One item supplied: the December 1950 issue of ALL HANDS.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Mark one up for the cruiser USS *Toledo* (CA 133). A mine explodes after being destroyed by the cruiser's gunners off the coast of Korea. ➡

**MINE
MARKSMEN**



serving in the navy . . .



with pride and patriotism

ALL HANDS

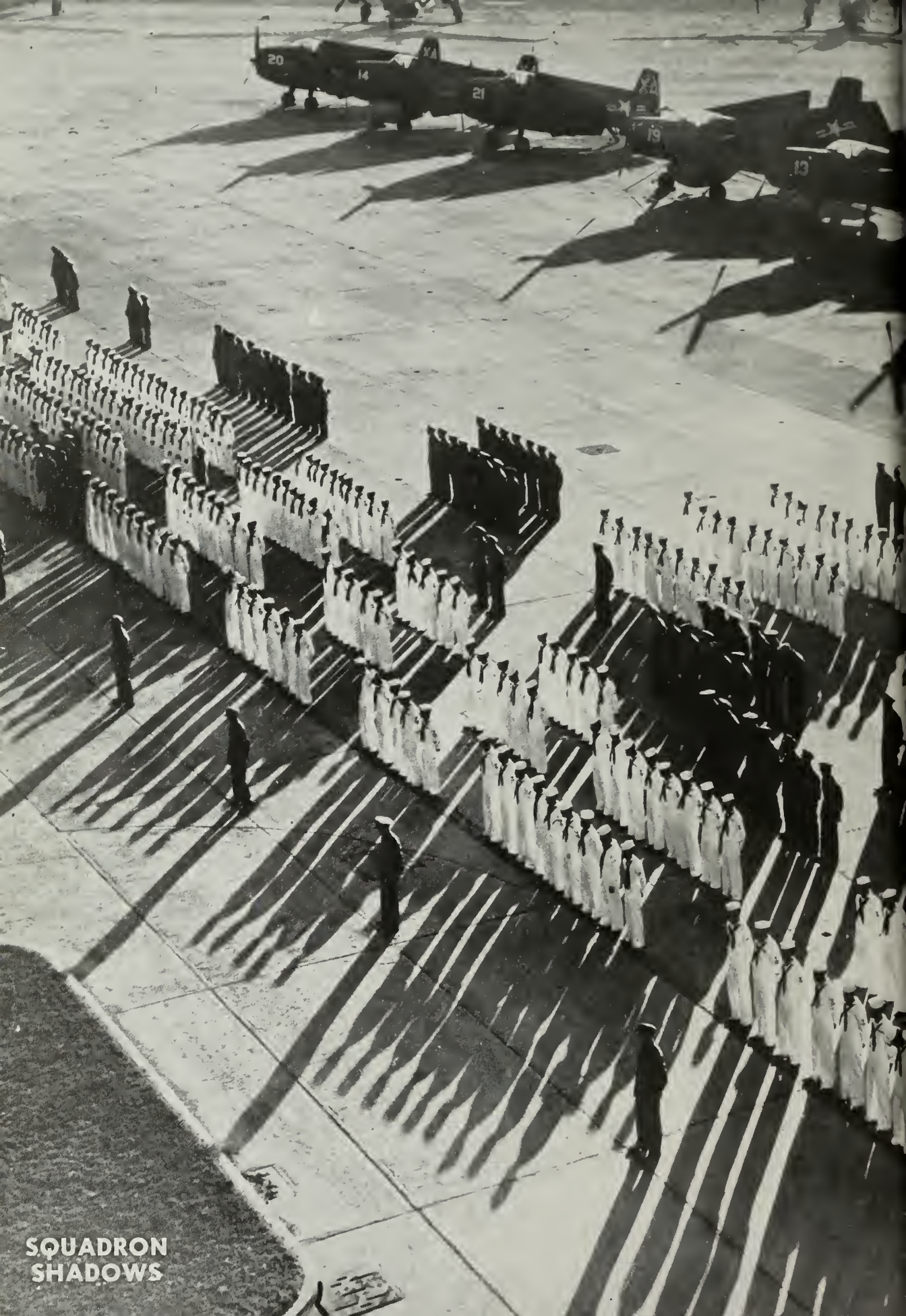
THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

NAVPER-0

FEBRUARY 1951



**SQUADRON
SHADOWS**



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

FEBRUARY 1951

Navpers-0

NUMBER 408

VICE ADMIRAL JOHN W. ROPER, USN
The Chief of Naval Personnel

REAR ADMIRAL FREDERICK W. McMAHON, USN
The Deputy Chief of Naval Personnel

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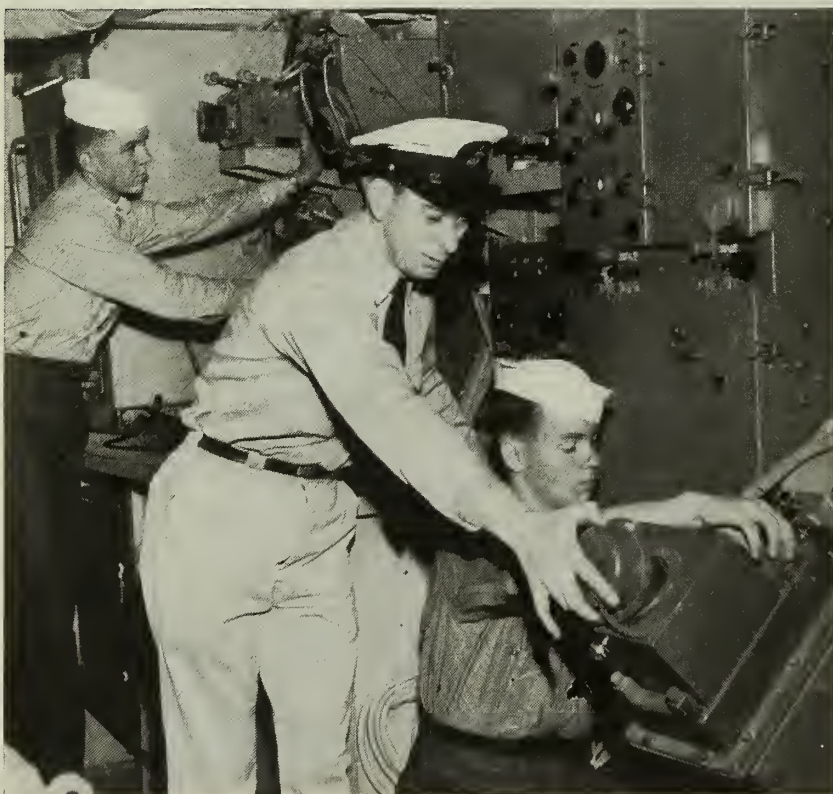
• FRONT COVER: A terrific explosion marks the end of the evacuation of Hungnam in Korea. A Navy demolition team, the last persons to leave the beachhead, were responsible for this explosion in the dock area. A Navy patrol frigate waits to load the remaining landing craft.

• AT LEFT: This interesting photographic study depicts the captain's inspection of VX-1 at Boca Chica Field, NAS Key West, Fla.

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated.



Meeting Challenge of Electronics in War



MEN AND MACHINES—Hawk-eyed electronic techs of USS *Electron* test equipment which will replace worn-out units on ships in forward areas.

WITH THE commissioning of USS *Electron* (AG 146), the Navy now has ample facilities to hand out push-buttons to the Pacific Fleet. The first United States Navy ship to be completely outfitted as an electronics supply and repair vessel in the present emergency, *Electron*, formerly LST 1070, has reported for duty.

After undergoing electronics alterations at Bremerton, Wash., the ship received supplies and equipment at the Naval Supply Center, Oakland, Calif.

One of six LSTs selected in 1945 to replace non-mobile barges used for supply, repair and ordnance purposes, *Electron* was loaded with 30,000 line items for the Far Eastern Fleet, including parts and spares for radio, radar, sonar, teletype, tubes, capacitors, resistors, generators, motors, electric cable, radar scopes and antennae.

Five officers and 90 enlisted men, including many Navy-trained electronics technicians, make up the ship's complement, headed by Lieutenant Leonard J. Fullan, USN.

In addition to repairing and supplying electronics parts, the former



FULLY EQUIPPED repair shop is the hub of *Electron's* activities. Left: Chief selects one of the 30,000 spare parts which are stocked in the ship's hold.

troop carrier will also exchange equipment with other ships having radio and radar trouble. A revolving system of exchange will provide other ships with workable gear.

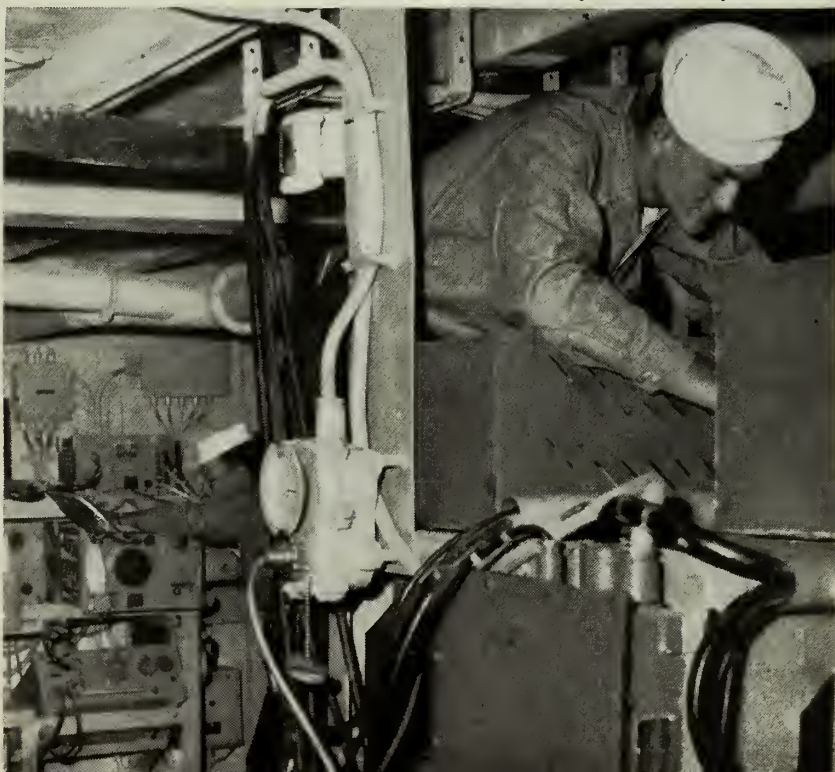
"LSTs are good ships for the type of duty we will have," Lieutenant Fullan said. "They are self-sustaining, have a large cruising radius, can load and unload at places where dock facilities might not be available, and have all the space planned to hold troops and tanks and other equipment available for storage space."

The floating electronics base will be an extension of the Ships Supply Depot. According to Commander F. M. Lamkin, usn, officer in charge of the Depot, "The *Electron* will be ready for work the minute she meets the fleet. Everything we could think of is aboard. The repair shops have the latest and best equipment. The Navy is blazing another streamlined trail in logistics. This ship strictly is 20th Century meeting the challenge of electronics in war."

USS *Proton* (AG 147), was outfitted for similar work in 1947 and later mothballed.



FIRST INVENTORY of new ship is checked by BuSanda expert. Below: Technicians must cope with anything from a fuzzy scope to wobbly antenna.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **UNIFORM ISSUE** — Recent increases in naval personnel, and the resultant demand for additional clothing, has prematurely exhausted the stock of enlisted men's button-style blue trousers in certain sizes.

Rather than replenish these stocks with button-style trousers, the use of trousers with pockets and zipper-fly-front has been approved by the Secretary of the Navy.

Immediate issue of the zipper-style trousers will begin in sizes in which the button-style have been exhausted. As the stock of each additional size of the button style is exhausted issue of the zipper style will be started.

Blue trousers with pockets and zipper-front will not be issued or available for sale in any size in which

there is a stock of button-front trousers on hand.

It is probable that men at receiving stations and training centers, where most original issues of clothing are made, will be the first to have the improved style trousers.

Either the button-front or zipper-front styles are regulation and will be worn for dress or undress concurrently in all naval units until a date to be announced later.

• **WARRANT OFFICERS**—All permanent warrant officers—including those serving in higher grades—will be eligible for consideration for promotion to commissioned warrant grade on the sixth anniversary of the date of rank of their permanent appointment to warrant officer. Those

eligible for consideration for promotion in the calendar year 1951 will be examined professionally on their records.

Each warrant officer becoming eligible for promotion in 1951 should take the following steps about eight weeks, if possible, prior to his sixth anniversary date:

• When directed by his CO, report to a board of medical examiners. This must be a board convened by one of the commands listed in BuPers Circ. Ltr. 177-48 (AS&SL, 1948).

• Submit a letter to the Chief of Naval Personnel (Attn: Pers-B13a) stating whether he has any objection to being examined on record by the Naval Examining Board to determine his fitness for promotion. Such statement by an officer will be with the understanding that, in the event of an unfavorable report by the Naval Examining Board, his right to appear later before such board will not be jeopardized.

The commanding officers of warrant officers eligible for promotion in 1951 will submit as an enclosure to his endorsement to the officer's letter

Salty Disc Jockeys in Mighty Mo Win Radio Jobs in Tokyo

It's "up in the world" for two seamen lately of the battleship USS *Missouri* (BB 63)—or maybe it's just a matter of being put where

you're most valuable to the Navy. Anyhow, they landed simultaneously in the Armed Forces Radio Service in Tokyo, where the two of them contribute to the morale of thousands of American servicemen in the far Pacific.

Both Jerry Knighton and Lee West are what is known as disc jockeys, and are handy with a form of conversation called platter chatter. For quite a long time after reporting aboard *Missouri* they worked diligently to establish an every-evening program for the crew. Before long a 90-minute affair was being piped throughout the ship each evening on the PA system. It included everything from hillbilly to Harlem, and became a part of the daily routine.

Then one day a Department of Defense radio reporter came aboard. He, too, liked the program—and he liked the looks of the men who had established it. He thought they should have a bigger audience than even the big Mo could provide. So—AFRS Tokyo soon found itself with two new record wran-

glers. Although it was *Missouri's* loss, the ship was left with an established program which others could carry on.



PLATTER CHATTER by Lee West, SN, helped launch successful two-man disc show in USS *Missouri* (BB 63).



HIGH MORALE rewarded Jerry Knighton, SN, and his buddy who won enthusiastic support of crew.

Personnel to Be Provided With Identification Tags

Steps are being taken to provide all Navy and Marine Corps personnel on active duty with identification tags, according to Alnav 145-50 (NDB, 15 Dec. 1950). SecNav has requested they be issued to personnel leaving the United States prior to their departure.

Name, file or service number, blood type, USN or USNR designation and religious affiliation, if desired, are included on each tag.

Two metal tags are worn, suspended by a chain, around the individual's neck. In case of death, one remains with the individual and the other is sent to the Chief of Naval Personnel.

a special fitness report covering the period from the date of the last regular reporting period to the date of the candidate's letter. This information is contained in BuPers Circ. Ltr. 201-50 (NDB, 31 Dec 1950).

• **RESERVISTS' RECORDS**—Service records of Volunteer Naval Reservists will now be converted to the new, flat type jackets according to BuPers Circ. Ltr. 199-50 (NDB, 31 Dec 1950).

This directive, which revises paragraph 6 of BuPers Circ. Ltr. 18-50 (NDB, 31 Jan 1950), states, however, that the flat type record will be used only on first enlistment, reenlistment, or voluntary extension of enlistment.

Enlisted records once converted will remain in the flat type folders.

• **TRANSFER OF OFFICERS**—Commissioned officers of the Medical, Dental, Nurse and Medical Service Corps of the Regular Navy and Naval Reserve may now transfer to another branch of the armed services.

Inter-service transfer of personnel of the above corps may be effected up until 9 July 1951, according to the directive, BuPers Circ. Ltr. 196-50 (NDB, 15 Dec. 1950). Retired officers and commissioned warrant officers of the Navy Hospital Corps are not eligible for transfer, the latter because there is no counterpart of the Army or Air Force in that grade.

The directive announced that no person would be transferred to another service without (1) his consent, (2) the consent of the service from

which he is to be transferred and (3) the consent of the service to which he is to be transferred. Reserves may transfer only to a Reserve component and Regulars to a Regular component.

Those transferred will be given credit for federal service they have already performed for the purpose of promotion, seniority, and retirement. Unused leave will also be transferred to the new service of the officer.

• **SICK LEAVE**—A new plan speeding up the process of granting sick leave authorizes commanding officers of naval hospitals to give final approval to sick leave without recourse to higher authority. Previously, the Chief of Naval Personnel or the Commandant of the Marine Corps had to give final approval.

The new procedure, aimed at simplifying the sick leave process as the volume increased during the Korean crisis, was announced in Alnav 149-50 (NDB, 15 Dec 1950).

• **MEMBERS OF SAME FAMILY**—Requests for assignment to different units from male members of the same immediate family on active duty will be favorably considered, provided there are no overriding military needs for their retention in the same unit.

This information was announced by BuPers Circ. Ltr. 203-50 (NDB, 31 Dec 1950). It also stated that members of the same immediate family now serving together or who may later request assignment to the same unit should be advised of the potential undesirability of such assignment from the viewpoint of their dependents if the unit is located or operating intermittently in a combat area.

• **CPOs SELECTED**—One hundred four aviation pilots have been selected for appointment to temporary commissioned ranks. These personnel previously held temporary commissions as USN(T) aviation officers but were reverted to their permanent ratings due to budgetary limitations. None, however will be appointed to a rank higher than lieutenant.

As announced by BuPers Circ. Ltr. 191-50 (NDB, 30 Nov 1950), the selection was made by a board and individual letters have been sent to the men involved. The action of the board was governed by Alnav 103-50 (NDB, 30 Sept 1950).

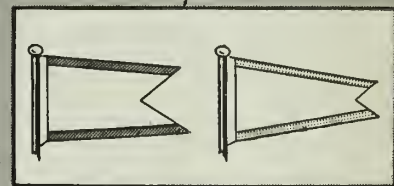
QUIZ AWEIGH

Similarity of objects often provokes a snap decision which stands a 50 per cent chance of being incorrect. A little study will be necessary if the guesser expects to get all the right answers to this quiz.



(1) The specialty mark at the above left signifies the wearer is a (a) draftsman (b) builder (c) surveyor.

(2) The mark at the right is worn on the sleeve of a (a) builder (b) instrumentman (c) draftsman.



(3) These swallow-tailed flags are hoisted as command distinguishing pennants. The one at the left, with blue top and bottom edge stripes, is a (a) burgee command pennant (b) broad command pennant (c) commodore's pennant.

(4) The one at the right, with top and bottom edge stripes of red, is a (a) broad command pennant (b) distinguishing pennant (b) burgee command pennant.



(5) This ship is a (a) troop transport (b) submarine tender (c) sea-plane tender.

(6) If you have guessed question five correctly, you should know that the ship's type is (a) AS (b) AP (c) AV.

ANSWERS TO QUIZ ON PAGE 53



TAKING BEARING on control towers ashore by sextant, two quartermasters stand atop charthouse to get a fix that will pinpoint their boat's position.

WHEN THE SUN goes down tonight, a member of our Navy may seat himself in a flimsy, unlighted shack near a beach a long way from home and go to work.

The thin roof of the shanty in which he sits will be swung open like the top of a popcorn box, and stars will shine in. Throughout the night, while sand or tropical foliage or hard, dry snow rustles in the wind outside, the officer will peer at the sky through a concrete-supported instrument called an astrolabe. While a chronometer ticks, he will press a key when two star images are lined up; a revolving drum will record his observations, timed to a hundredth of a second. An assistant will carefully jot down the reading.

The star-gazer will observe hun-

dreds of celestial points before morning, and by the time the sun comes up the two inhabitants of the little building will have the data to compute within a hundredth of an inch their location on the earth's big wrinkly crust.

Why all this business of measuring the angles of stars all night long? Why this business of a chronometer, and of oddly named instruments set on concrete pedestals? What do the two young officers care about their millionth of a degree of longitude and latitude?

The answer to these questions is "charts." Maps. Detailed and super-accurate diagrams of the earth's shorelines and ocean floors. The Navy—and the Navy's Hydrographic Office in particular—is interested in

such charts; so interested that it is constantly engaged in making them.

The beginning—the very genesis—of the task of charting any area is to establish a field point; to find out, as one sailor put it, "where the heck you're at." That's what the two young officers are doing with the chronometer and the astrolabe. Once they find out exactly where they're at, sailors will take down the shack and return it to the ship. Then there will be serious business with special alloy measuring tapes, and theodolites, transits, levels, magnetometers, and wooden stakes driven into the ground.

But let's go back a bit.

Up to 1850 or thereabouts, sailing the seven seas was a good deal more risky than it is now. One reason why it was more risky was the lack of accurate detailed charts. Often the best way to find out about hazards to navigation at any particular place was to ask somebody who had just come from there.

In 1830 the Navy set up a "Depot of Charts and Instruments" in Washington. A naval officer named Lieutenant Matthew F. Maury was the first officer in charge. Lieutenant Maury had been interested in charts and navigation all his life, and upon reporting to the chart and instrument depot he set about to accomplish something. Between hours of poring over old ships' logs he found in a storehouse, he wrote letters to shipmasters all over the world. Would they, he asked, send him reports of winds, weather, currents, and other things of nautical interest if, in return, the data he digested would later be made available to them? The answer in most cases was yes. During one five-year period thereafter, some 26 million reports poured into Washington.

In 1844 the Depot of Charts and Instruments became officially the U.S. Naval Observatory and Hydrographic Office. Lieutenant Maury was still in charge, and remained so for another 16 years—until 1861. Came the Civil War, and Maury cast his lot with the South.

But his work went on. A Hydrographic Office was set up according to his principles shortly after the war was over. Branch hydrographic

on the Map

offices began to appear after 1883, and now exist in all the principal ports of this country. These offices maintain contacts with merchant ships from all over the world, and, of course, with headquarters—the U.S. Navy Hydrographic Office in Suitland, Md. That office, in turn, has the overall responsibility of collecting, evaluating, compiling, producing and distributing hydrographic, oceanographic and aeronautical information.

Now to get back to those two fellows who sat up all night in a shack on a lonely beach.

Their work is almost over for the time being; an LCVP is meeting them at the water's edge, nosed up there blunt and businesslike in the early morning light. The two men clamber aboard and the boat roars off to their ship—the high-sided *uss Maury* (AGS 16) or *uss Tanner* (AGS 15) anchored offshore. They go aboard to deliver the gleanings of their night's work—and to get some chow and to turn in. Now other officers and sailors and civilian engineers will go ashore to establish the "base line" and the directional guides or triangulation stations. For a starting place they will use the concrete block on which the astrolabe used to rest—the "field point," whose location is so precisely known. And all this is still part of the groundwork for the real job.

What sort of ships are *Maury* and *Tanner*?

They're surveying ships, and they play a large part in the work of the Hydrographic Office. AKAs, they are 426 feet in overall length and



TRIANGULATING for a control tower position on a beach in Arabia, a hydrographer peers through theodolite. Navy maps shorelines around the world.

displace some 7,000 tons. They're rather high in freeboard, especially forward, and carry two stacks and a number of boats and vehicles. At first glance, either of them might remind a person of a smallish ocean liner, but the number and wide variety of small craft nestled aboard would tend to reveal that these ships are something different.

And something different they are.

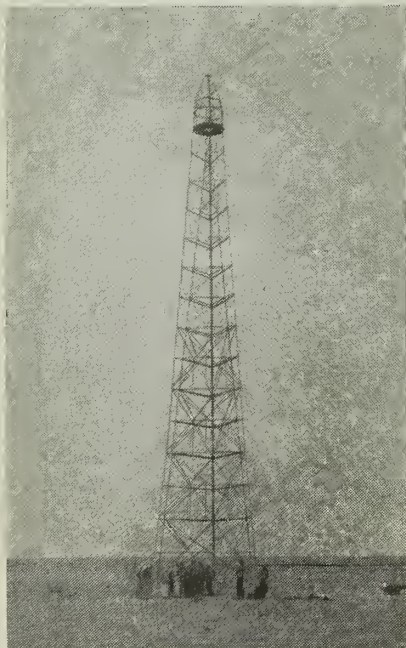
Drafting and map-making equipment, as well as navigational equipment in unusual variety and quantity, stands ready for use in the high, bright areas topside. Fathometers and radar gear are at hand for determining the depth of water and the precise distance of shore points. A helicopter stands lightly on a little flight deck aft. Cabin boats, 40 feet and 52 feet in length perch



SURVEY SHIP, USS *Maury* (AGS 16), carries hydrographers to far-flung beaches. Ship was converted from an AKA.



CONSTRUCTING 100-ft. Bilby Tower requires teamwork and lots of agility.



COMPLETED tower. Below: Top section of tower can be used by itself.



HOW IT WORKS—Dotted lines indicate lines of sight which, when crossed on a chart, reveal boat's position. Radar tower and a marker are also shown.

on the fo'castle or on the well deck further aft. LCVPs, a DUKW, and other smaller boats dangle on davits or bob in the sea alongside.

If you run into a lithographer, he will tell you that he has a complete lithographic printing plant ready for action. Not only do these ships gather the data; in an emergency they can produce finished charts in quantities to supply a fleet for naval or amphibious operations.

Days go by, and suddenly there is unusual activity around the helicopter. Men are stowing lumber in a rack built beneath the fragile-looking fuselage. They place tools and bright-colored bunting inside the craft and climb in after.

The engine coughs, the rotor spins, and the machine lifts and sidles away. Soon the 'copter is hovering over the bald crest of a jungle-girt hill miles inshore from the surf. An occupant pulls a lever and the lumber tumbles from the rack beneath the floor. One end of a flexible ladder drops from the door, and one by one the men descend, carrying their tools. The bundle of bunting follows, and the machine pulls away.

Soon the men have a 20-foot tripod tower erected on the hilltop, and draped with the bright cloth. Shortly, the helicopter will be back to pick them up. Meanwhile, another crew is hard at work setting up a 100-foot steel tower on a lower knoll a couple of miles down the line. The place isn't too hard to

reach, and steel is rather heavy. Therefore, this time, transportation is in the amphibious vehicle—the DUKW, or “duck.”

Heavily loaded and riding low in the water, the duck has rumbled to the beach and climbed out of the sea. It has trampled rushes and tropical shrubbery as it growled up from the beach. Now the men have unloaded the craft and sent it back for another load. Some of the men are already perched on spindly angle-iron legs and braces tightening bolts 30 feet above the ground.

Each of the points where a tower is going up is called a control point. Soon there will be several control points, each precisely “tied in” to the original field point by painstakingly accurate field surveying methods. Then sounding and surveying can begin in earnest—but first for some liberty and recreation in the nearest suitable seaport.

“Back on location,” and now the sounding and chart work begins. Forty-foot sounding boats poke around in the shallow, protected areas, while the 52-footers take it where the going's a little rougher. Now there are two smaller vessels of the ATA or AM type at work, too. Each of them is cruising a slow shuttle-like course farther out. And beyond them, the big surveying ship herself takes over.

Aboard each of the boats, and aboard the ships too, quartermasters are constantly taking sights on the

survey signal towers ashore. By measuring the angles between three or more of these towers, they ascertain the precise location of their respective vessels at frequent intervals. Thus, when the sonic depth finder indicates any certain depth of water beneath the keel, the hydrographer working nearby will know where on his chart to locate that sounding. Depths are corrected from records obtained by tide gauges installed before the sounding work began. Thus a chart can be produced that will assure a navigator of a safe amount of water under the keel.

While the small craft shuttle busily inshore, the deep-sounding survey ship moves outward until it is out of sight. To observers on that ship, the hills themselves at last disappear beneath the horizon. Now, radar impulses are going out from the ship, and are returning—sent back by special devices at the tops of some of the signal towers ashore. By determining the exact ranges from which these signals are returning, by converting these ranges to figures which will be used in triangulation, navigators can determine that ship's position along its track as precisely as anyone could wish.

Thousands of miles of soundings will be taken before the task at that particular area is completed. Where there are likely to be pinnacles of rock or coral which would endanger ships in the area to be charted, the two AMs revert to their earlier occupation of minesweeping. Only now they won't be sweeping mines. They will be moving in the same manner, however, with a wire strung between them, buoyed to float at the proper depth. Should the wire "hang

up" on an underwater obstacle, the little ships will stop to investigate in great detail to find the shoalest spot and the exact configuration of the surrounding bottom.

As might be imagined, the business of charting the earth's seamy facade requires some uncommon skills. The officers who possess these skills are mostly SDOs (Hydrography). They are called hydrographers, and the Navy needs about twice as many of them as it has. This special-duty-only classification for line officers was created in 1947, and at the time this was written there were only 11 SDOs (Hydrography) in the entire Navy. If you're a junior officer—particularly an ensign—and interested in the kind of work described here, you might investigate the backgrounds and qualification necessary for assignment to this select nucleus of career officers.

To get back to the world-measuring job itself, it must be said that not all the hydrographer's work is done within radar range of the beach. By no means. Some of it is done where the water is very deep, indeed.

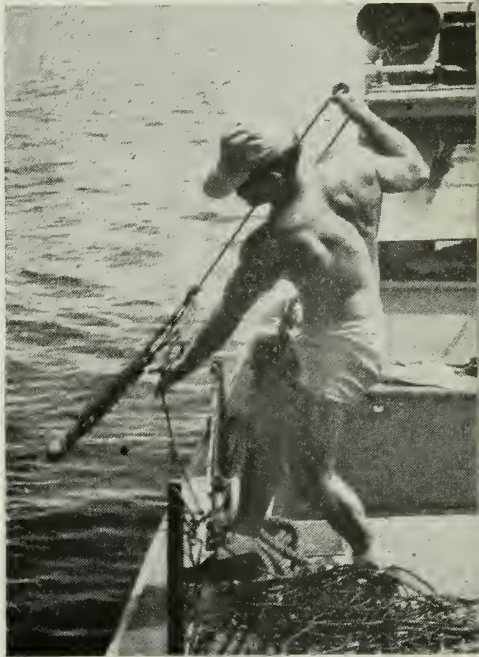
What we're getting into now is oceanography. For this job there are two more ships associated with the Hydrographic Office. These are the smaller surveying ships *uss Rehoboth* (AGS 30) and *uss San Pablo* (AGS 50), both of which used to be sea-plane tenders. These two spend quite a bit of time out in mid-ocean, always together and sometimes in company with civilian-run U.S. surveying ships and/or foreign survey vessels.

What do they do out there?

If a person wanted to get technical, what they do out there would



AT WORK—Spotting signal float. Below: Bringing up a bottom sample.



FRESHLY INKED chart comes off Maury's press. Below right: Maintaining plot of depth of water and boat's position.





DRAFTSMEN in Washington create final chart from data submitted by survey ships. Right: Girl holds finished product.

fill a good-sized book. But for now, let's not be too technical. Let's say simply that they conduct research in oceanography—in the subject of currents, ocean temperatures and water depths; in salinity, oxygen content, color and density of water; in the character of the ocean floor and the living creatures that inhabit the briny deep.

What do they do it for? They do it because the Navy wants to learn more about the waters that cover a good share of the earth's surface. By knowing which way the currents run in a certain area, and how fast they run, maybe

some day someone will know better where to look for floating survivors of an air crash or a ship sinking. At least, a good many skippers will know how they can gain a little time and save a little fuel by utilizing such currents.

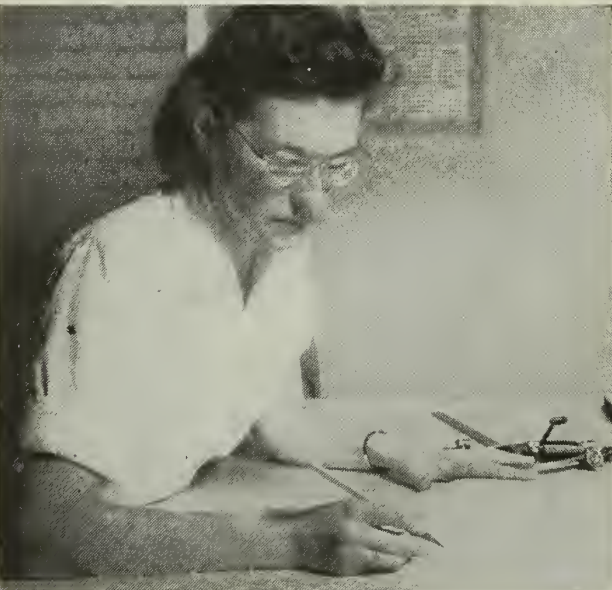
By knowing where the hills and valleys are on the ocean floor, a U.S. submarine navigator will perhaps be able to find his position without a fatal peek at the sky.

By knowing how fast sound travels in the waters of a certain place, and where sound waves bend, and how much they bend and where they bounce, maybe we can do a

better job of tracking down enemy submarines than we could before. By turning over sample cross-sections of the ocean floor to geologists, we can help them in their work.

While *Rehoboth* and *San Pablo* do spend a good deal of time out on the bounding main, and have been known to anchor in 2,400 fathoms of water, life aboard them isn't like life on a lightship, or anything like that. They're in port more than they're out, and when an operation begins, the date of return is already set.

The Hydrographic Office itself is the third field of endeavor for an



TRANSFERRING soundings and positions from a field chart. Right: Pulling proof for checking before the final OK.

SDO (Hydrography). The sprawling three-story building stands on a breezy knoll in the Washington suburb of Suitland, Md., between a residential section and rolling vistas of woodland.

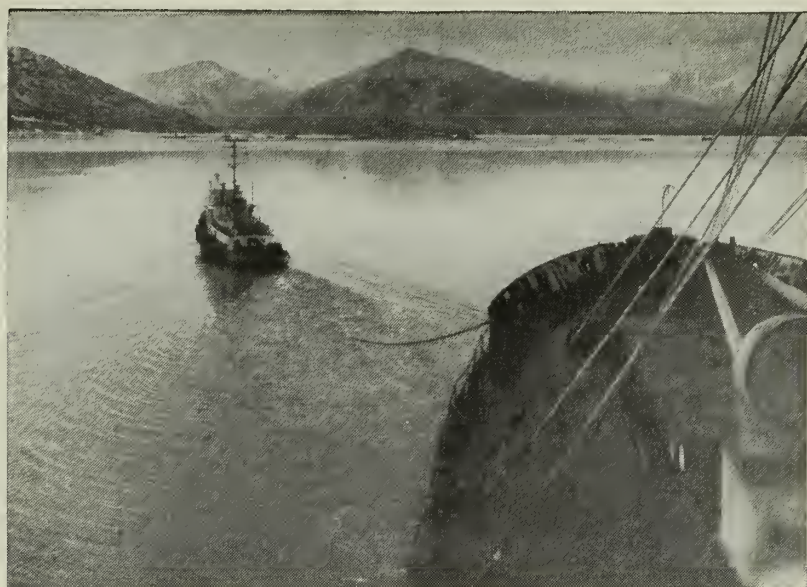
This is the receiving place for all the data collected by *Maury* and *Tanner* and their auxiliaries, by *San Pablo*, *Rehoboth* and other vessels of the Navy and Merchant Marine, by photographic planes and by people who find bottles with notes in them on beaches. Also received are the finished products of the hydrographic offices of other maritime nations.

At the Hydrographic Office, lithographers, photogrammetrists, cartographers, draftsmen, stenographers and employees with half a dozen other skills prepare the data for ultimate use. From this building flow charts and publications and the periodicals such as the *Notice to Mariners* and the *Notice to Aviators* to the Navy and merchant ships all over the world. Urgent danger information for both ships and aircraft goes out as soon as it's obtained, broadcast from a network of Navy and Coast Guard radio stations. Branch offices provide a direct personal contact with the merchant fleet, giving mariners ample opportunities for acquiring or correcting charts.

The way the rotation scheme is planned at present for hydrographic SDOs, these officers will get a chance to take part in all three of the phases covered here: coastal surveying, deep-sea oceanographic work, and duty at the Hydrographic Office. It's anticipated that they will spend two years with one of the seagoing groups, 18 months to two years at H.O., and then two years with the other survey group. Since that tour of duty will be followed once more by 18 months to two years ashore, the system should give each officer close to "two and two."

A vital peacetime role of the Hydrographic Office is the job of training Naval Reservists in the special techniques of hydrography and oceanography.

Although not widely known throughout the Fleet, the Hydrographic Office and its ships and men do a big job. It's a quiet sort of job, as big jobs sometimes are, but the products of that job are about as important to the Navy as anything can be.—H. O. Austin, JOC, USN.



SOS from SS *Atlantic Star* brought two Navy tugs to the rescue. Above, ATA 243 tows the stricken ship safely into the harbor at Kodiak, Alaska.

Navy Tugs Rescue Panamanian Ship In Distress

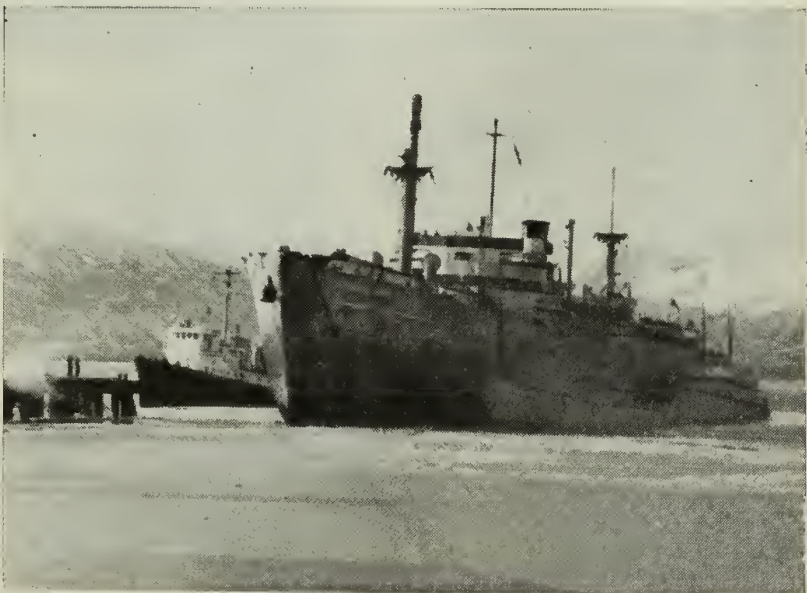
Braving a turbulent sea and high winds, two Navy tugs rescued a Panamanian vessel that had run out of fuel about 500 miles south of Kodiak, Alaska.

A distress signal from ss *Atlantic Star*—a 7,000-ton freighter under Panamanian registry, enroute from Yokohama, Japan, to Vancouver, B. C.—was picked up by the Kodiak Naval Station which

sent an MSTS tug (TATA 243) to help the ship.

Although hindered by heavy seas, TATA 243 and another rescue tug, USS *Molala* (ATF 106), finally got lines over to the stricken *Atlantic Star* and towed the helpless vessel into port.

After refueling at Kodiak, the ill-fated freighter resumed her voyage to Vancouver.



HOVERING at the side of the 7,000-ton Panamanian ship while she refuels are her rescuers the two tugs USS *Molala* (ATF 106) and TATA 243.

Do You Really Know a Rate from a Rating?

THE MESSENGER ON DUTY at the quarterdeck was handed a slip of paper on which the name "Brown, O. J., BT2" was written and told to locate the man. He clicked on the public address system and announced: "Now hear this. Brown, boiler technician second class, report to the quarterdeck."

A few seconds later Brown appeared, glaring at the messenger. What was the idea of calling him a “boiler technician” when his rating was boilerman? The messenger replied that he thought the rating was called boiler technician, and if it was boilerman, then what did the “T” in “BT” stand for?

Many incidents similar to this one are still occurring, despite the fact it has been over two years since the Navy placed in effect its new enlisted rating structure. Letters to ALL HANDS indicate there are still widespread misconceptions regarding the proper titles of ratings. It also appears that many Navy men who are familiar with the proper rating titles of the various ratings cannot figure out how the Navy arrived at certain rating abbreviations.

Recently a JO1 wrote to ALL HANDS: "Hundreds of stories cross my desk at the Fleet Home Town News Center, most of these prepared from questionnaires filled in by enlisted personnel. Here are some of the 'rates' I've seen listed: Boilerman technician, first class; second class fitter pipe; boatswain's mate, chief; aviation chief machinist's mate; aviation devicesman, third class; construction driver, third class." The writer pointed out that while any of these men could learn the proper title of their rating by visiting the personnel office, he doubted if they suspected the rate titles used were erroneous.

To enable Navy personnel to better understand the Navy rating structure, ALL HANDS herewith presents the story behind the revised Navy rating abbreviations, and why they were changed. While in a squaring-away mood, ALL HANDS decided to clear up a couple of other rating questions also.

After World War II, and prior to the reshuffling of the Navy's "job fields," the ratings of Navy personnel consisted of a mixture of "old" ratings, crusty with tradition, and a

sprinkling of new ratings spawned during the war. By then the Navy was using personnel accounting machines—a new system of record-keeping by super-accurate electric machines that revolutionized the work of Navy clerical personnel. The number of letters in the abbreviations of these ratings varied. Some used a single letter abbreviation, such as “Y” for yeoman, and “M” for metal-smith. Other rating abbreviations consisted of as many as four letters—“Bmkr” for boilermaker, for instance.

This variation in the number of letters used for rating abbreviations did not work too well with personnel accounting machines, which cram a lot of information on small cards. It was pointed out that the efficiency of these machines would be increased if all rating abbreviations contained the same number of letters—the fewer the better.

The Navy was also concerned about the actual meaning of the rating titles. Did the title of the rating correctly identify the full scope of the work performed by personnel holding the rating? Some obviously didn't. A watertender, for instance,

didn't spend most of his time tending water; very little of it, in fact. The average carpenter's mate wasn't required to do much carpentering. The Navy decided that if the present rating title didn't correctly identify the work being performed by men of a certain rating, then a new rating title was in order.

To make sure it was aware of every job being performed on ships and shore stations, and what ratings were performing these duties, the Navy went over its activities with a fine tooth comb, cataloging every task being performed. These reports were studied and analyzed, and it was discovered that some ratings overlapped others, that the work of some ratings could be absorbed by others and, in general, there was a need for re-naming and restating the duties of many ratings and the establishment of several new ones.

A revised rating structure of 62 Navy general service ratings was worked out. New titles were given to those ratings which had not been correctly identified by their old names. Watertenders became boilermen, absorbing the overlapping old rating of

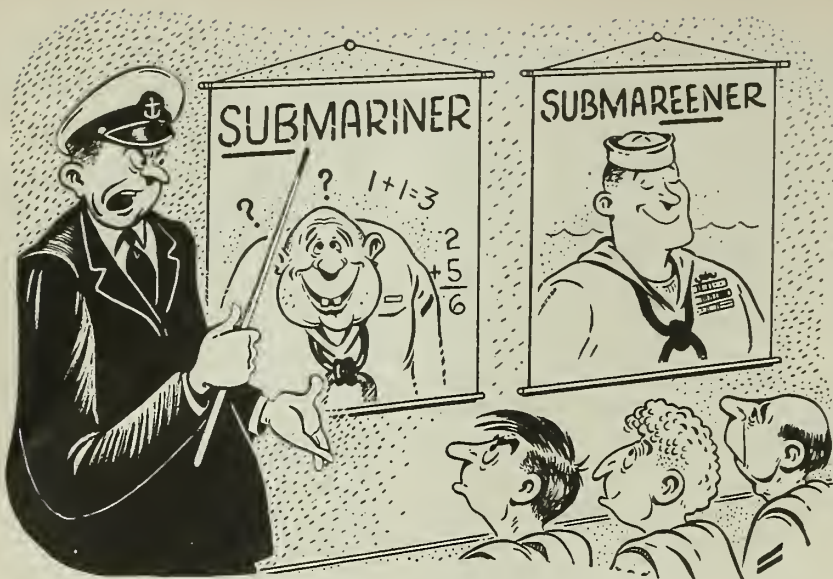


The Navy never intended the new method of abbreviating rates should affect the way CPO rates were written out, or spoken, but the change caused considerable confusion. Paging of “boatswain’s mate, chief,” became a familiar sound over Navy public address systems, and even some official correspondence listed CPO ratings in this manner. ALL HANDS has pointed out before, and now reiterates, that verbally and whenever CPO ratings are written out, it’s “chief such-and-such,” not “such-and-such, chief.”

Approximately 20 of the 62 ratings were assigned rating abbreviations which did not make use of the “logical” two letters in the rating title. This was necessary not only for the reasons stated above, but to avoid similar abbreviations within the Navy’s rating structure. For instance,

The use of a letter in the rating abbreviation which has no identity with the rating title words has probably been largely responsible for confusion over many of the rating titles. This has been caused by attempts to establish some significance to the "foreign" letters in various rating abbreviations. Rating abbreviations containing such letters include boilerman (BT), driver (CD), aviation machinist's mate (AD), and stewardman (TN). The "T," "C," "D," and "T" respectively in these rating abbreviations are simply "available" characters of the alphabet tacked on to a key letter so the rating abbreviation will contain the standard two letters. The use of the "logical" two-letter abbreviations would





'... they objected to sub-Mar-iner. It connoted a mariner below par ...

not work in these cases because of conflicts with other established abbreviations.

Theories have been advanced that the abbreviation "BT" for boilerman was suggested by BTUs (British Thermal Units, a method of measuring heat), that the "AD" symbol for aviation machinist's mate was prompted by "aviation devices," and that the "CD" abbreviation for the driver rating was used because it is a component of the construction group of ratings. Possibly these factors did prompt the use of these rating abbreviations, but there are no official facts on back up such a conclusion.

Recently a chief ship's clerk queried ALL HANDS about another rating question which was plaguing him. "What," he asks, "is the plural of seaman apprentice? Is it seaman apprentices, seamen apprentice, or seamen apprentices?"

BuPers officials pondered over this, and came up with a decision. They consider the word "seaman" as used in "seaman apprentice" as an adjective, and not subject to pluralization. Their contention is that when referring to more than one seaman apprentice, you are talking about seaman apprentices.

Members of the Navy's undersea forces have their troubles also, when it comes to pronouncing the word "submariner." Do you pronounce it subMARiner or submaREENer? The Navy's submariners held a conference and settled the matter themselves. It was announced they would

prefer to be called submaREENers (accent on the third syllable), and this pronunciation has been officially adopted. They objected to the pronunciation subMARiner on the grounds that it might connote a mariner who is below par.

A confused yeoman fired this question at us: "What's the difference between a 'rate' and a 'rating'? I am never sure of when you should use either of the two words."

The Navy's distinction between these two words is defined in the *Manual of Qualifications for Ad-*

vancement in Rating. According to this publication, a "rating" is a name given to an occupation which basically requires the same kind of training, experience, knowledge and skills. All the Navy's job fields from petty officer third class level upward are considered "ratings." Personnel in pay grades one, two, and three are not considered in ratings, since the occupational field at that level is either too broad in scope or too limited in technical content and responsibility.

A "rate" identifies personnel occupationally by pay grade. Within a rating, a rate reflects levels of aptitude, training, experience, knowledge, skill and responsibility. The rating of boatswain's mate is reducible to the rates of chief boatswain's mate, boatswain's mate first class, boatswain's mate second class, and boatswain's mate third class. Pay grades one, two, and three are also considered "rates."

Another rating over which much confusion has resulted is that of hospital corpsman. Many official letters have referred to petty officers of the Hospital Corps as hospitalman (HN). This is incorrect. A petty officer of this branch is a "hospital corpsman (HM)." The non-rated pay grades of the Hospital Corps rating are: hospital recruit (HR); hospital apprentice (HA); and hospitalman (HN), the last named being of the same pay grade as a seaman.



'... it was soon discovered that some of the ratings overlapped others ...'

New Gear for Submarine and Surface Sailors Foils Cold

SUBMARINE and surface sailors in the Arctic will be warmer as a result of on-the-spot research by Navy technologists leading to new cold weather clothing, being issued in limited quantities for special operations.

Chief hazard to efficient insulation against extreme cold is moisture—from rain, melted snow or ice, and perspiration. The new suit, based on the “moisture barrier” principle, is designed to keep water from the insulating materials, either on the inside or outside. No longer will the seamen go through the continuing process of drying heavy felt socks, alpaca-lined jackets, wool-lined trousers, mittens and boot linings.

Weighing about 18 pounds—15 pounds lighter than its predecessor—the X-50 cold weather suit differs radically from other cold weather clothing. The outer materials are waterproofed light-



SNUG FIT—To keep submariner's feet dry, rubber cuff stretches over rings imbedded in a special boot.

weight fabric, coated on the inside with synthetic rubber to avoid the necessity for a “rain-suit.” The lining is of fast-drying nylon fleece. An additional removable lining of quilted batting is provided with the jacket.

Designed to rest on the hips instead of hanging from the shoulders, the jacket has heavy ridge seams running from the neck down the outside of the arms. It does not hug the body but stands away from it to allow layers of still air to contribute to the efficiency.

The detachable, zip-on hood has a soft peak, enclosing a malleable wire so that it can be shaped to the individual's needs. Extra face protection is provided by flaps which can be concealed when not being used.

The waterproof boots require no special shoes or socks, being worn with medium-weight socks. For the first time, insulation for waterproof boots has been “sealed-in.” The rubber inside and outside prevents water from destroying the warmth-retaining characteristics of the insulation. If water enters through the top, it is easy to dry the boots simply by wiping out the

INSULATED, new cold weather suits give protections in Arctic. Sub suit (left) has built-in lifejacket. Cold suit X-50 (right) is of nylon fleece.

inside, rather than by undergoing a prolonged “drying period.” The mittens follow the same principle as the boots. Gloves may also be worn.

Designed to keep a man afloat and dry should he be washed overboard, the new submarine suit is of one piece. It is made of a “rip-stop” nylon fabric, coated with neoprene rubber, with a waterproof, rubber-lipped zipper down the front.

The legs have elastic rubber cuffs that fit over flexible steel rings imbedded in the tops of the boots. The boots themselves are produced in several sizes although the circumference of the boot-top remains constant. Rubber mittens similarly fit over rings at the bottom of each sleeve.

A standard, inflatable life preserver, permanently attached to a contour fitting hood, is provided with each suit.



The Navy Inspires Respect



SHIPS AWAIT cargoes of men (above) and equipment like jeeps (below) during the orderly evacuation of Hungnam.

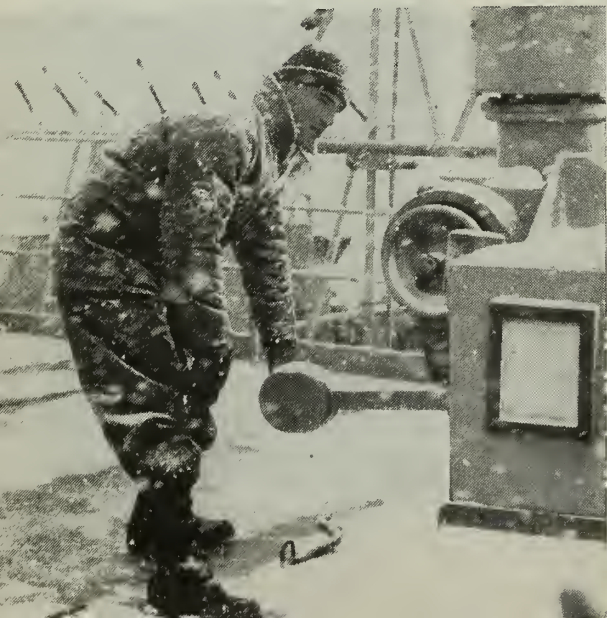


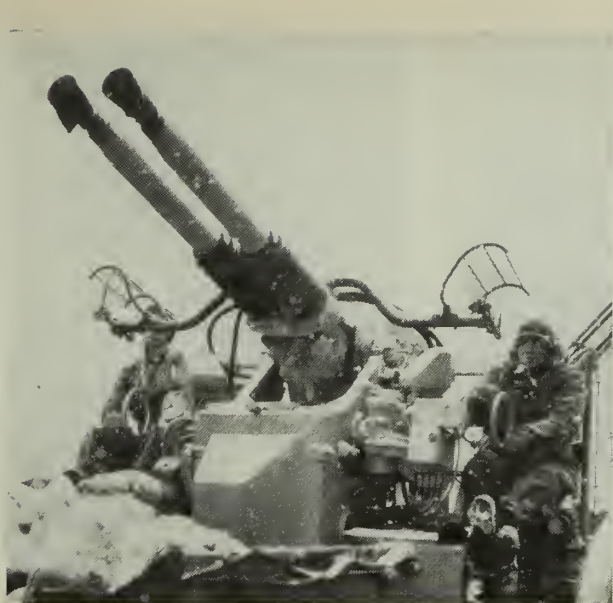
COMMUNIST TROOPS in Korea have had half a year to learn about the ferocity, mobility and fire-power of naval air and sea power. The combination inspires fear and respect.

Said one prisoner taken at Hungnam: "Every time we massed for an attack, we were spotted and hit with rockets or fire bombs or naval shells. We were broken up before we could get started."

That kind of testimony is borne out by statistics. In the first six months of the Korean campaign, more than 15,000 Communist troops have been killed by naval air attack or the big guns of the UN fleet. Shot down were 81 planes of the meager Chinese Communist air force. An-

LST 898 (below right) meant at last 'a place to eat and sleep in safety' to battle-weary Marines. Below left: A seaman ignores snow to operate winch.





BATTLE STATIONS—Men of USS *Eldorado* (AGC 11) man 40mm. during evacuation alert. Above right: Loyal Korean guards maintain order in dock areas.

other 85 Red aircraft were reported badly damaged.

Also on the destroyed list were 131 tanks, 107 bridges, 198 locomotives, 1,090 railroad cars, nine complete trains, 30 fuel dumps, 37 ammo dumps, nine PC craft and minesweepers, three freighters, and 215 junks, sampans and small craft.

Behind these were the industrial losses: 24 factories, two oil refineries, 29 power plants, five round-houses, 24 transformer stations, 516 warehouses, and 3,905 buildings. All were in ruins, exclusive of those listed as damaged.

Contributing to the enemy damage were vessels of nine nations. United States and British craft lead in this respect. Others are Canada, France, The Netherlands, New Zealand, Australia, Republic of Korea, and Thailand.

The New Year came to Korea in a blaze of action all along the front. As a UN communique put it: "On New Year's Eve, the enemy launched his expected offensive in very great strength, with three to four Chinese Communist armies abreast."

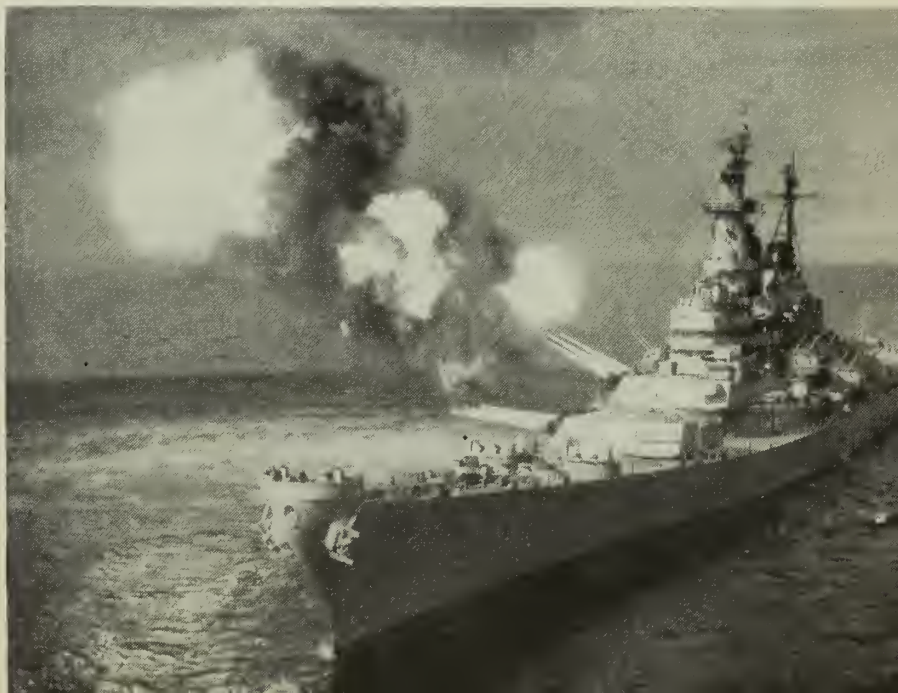
The Communists paid in blood for their gains. Red soldiers charged into withering machine gun and rifle fire or flung themselves bodily on barbed wire barriers.

As the offensive mounted, North Korea's prime minister hopped on the Red Chinese bandwagon with a New Year's broadcast from Pyongyang: "We are not standing alone," he said. It promises to be the classic understatement of the year.

Word of another sort came from



LANDING CRAFT race from beach to ships in harbor. Below: Salvoes from USS *Missouri* (BB 63) raised havoc with enemy and covered the UN retreat.





MARINES FIGHT their way out of North Korea. Above: Taking a breather after blasting enemy ambush. Below: Moving along rugged mountain road.



FACES RELAX (below) as marines reach beachhead and prepare to board LST to be taken out. U.N. withdrawal left no usable equipment behind for enemy.



KOREAN KIDS—war's backwash—were also evacuated whenever possible. These

a battle-hardened sergeant who sat down on the night of 22 Dec 1950 to write a note to this magazine. He was on the LST 898, off Hungnam, and he was writing about that vessel. To the Marines she was "a place to eat and sleep in safety and a place that meant a part of the United States. We were the last Marines who left the beach that night and for a few hours before, we thought we were going to be all heroes and have the States write up our brave fight on the beaches of Hungnam



PULLING OUT of Hungnam, Marines were ready and able to fight again.

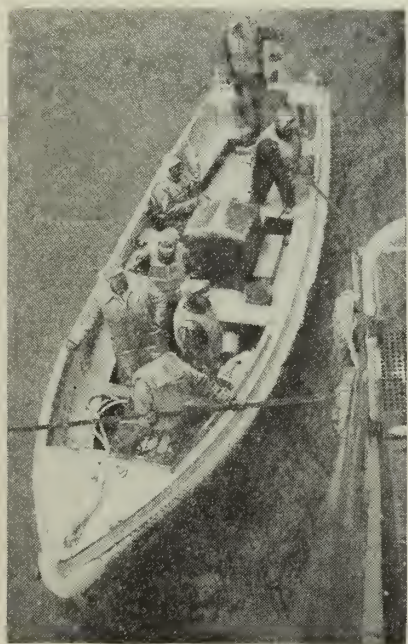


dark-eyed children are fleeing after the Communists burned their monastery.

harbor. I believe you must spend days, weeks and months in the field eating out of cans and wondering if you'll be alive the next morning to really appreciate a ship like the LST 898."

He appended a note:

"To me this isn't just a story but a note of thanks to the men of this ship and the men of the other ships in the U.S. Navy. I can't go up to each man and thank him personally for what he did as they will think I am either soft-hearted or nuts . . ."



BRITISH small craft from HMS Kenya comes alongside during snowstorm.



Ashore in Korea

Before the U. N. army was forced to surrender Hungnam in North Korea, Navymen of the awaiting evacuation fleet came ashore for a quick look. Debarking in Hungnam harbor, they rode 12 miles in trucks to the city of Hamhung.

Among the pitifully few souvenirs they saw, shiny metal food warmers caught many an eye (above). Center: Men from USS Mt. McKinley (AGC 7) hit the beach. Below: Three sailors ask a vendor the price of a piece of native artwork.



Navy Lends Hand to Nation's Stranded Flood Victims

WHEN FLOOD waters swirled into several sections of the country this winter, the Navy was quick to offer its help.

During the height of a devastating storm that hit the East Coast, an officer and seven men from the Willow Grove Naval Air Station, Willow Grove, evacuated marooned families in Pennsylvania's Neshaminy Creek area.

The Navy men volunteered to assist in the rescue work after the local fire house requested boats and equipment from the air station to evacuate endangered residents of the area, after the Neshaminy Creek overflowed its banks.

One family was stranded as its home became flooded with three feet of water. The men, equipped with two seven-man Navy life rafts, abandoned attempts to row to the house when it was determined that the current was too swift and debris-laden. However, by casting a line to the house and wading through chest-high water, they towed the rafts behind them. On reaching the house, the men loaded the evacuees into the boats and towed them safely to higher ground.

After removing the seven members of the family, the men struggled through the swirling water to



AID CENTER is manned by Reservist Jerry Tully, EN2, left, and Regular A. M. Jones, QM1, during the damaging flood of the San Joaquin Valley.

other homes in the vicinity, checking on the evacuation of other residents.

Similarly, when flood waters threatened homes in Pleasantville, N. J., during the storm, crew members of an amphibious "weasel" came to the rescue from the Naval Air Station, Atlantic City, N. J.

The weasel plowed through

flooded streets during the storm, dodging falling trees and flying debris to evacuate scores of Pleasantville's residents.

For more than eight hours, the weasel's crew worked in cooperation with the Pleasantville Police Department, checking on emergency calls and scouring the city's outlying streets where all communication had been cut off. Many times during the day, the Navy men left the weasel, wading through waist-deep water to evacuate stranded families.

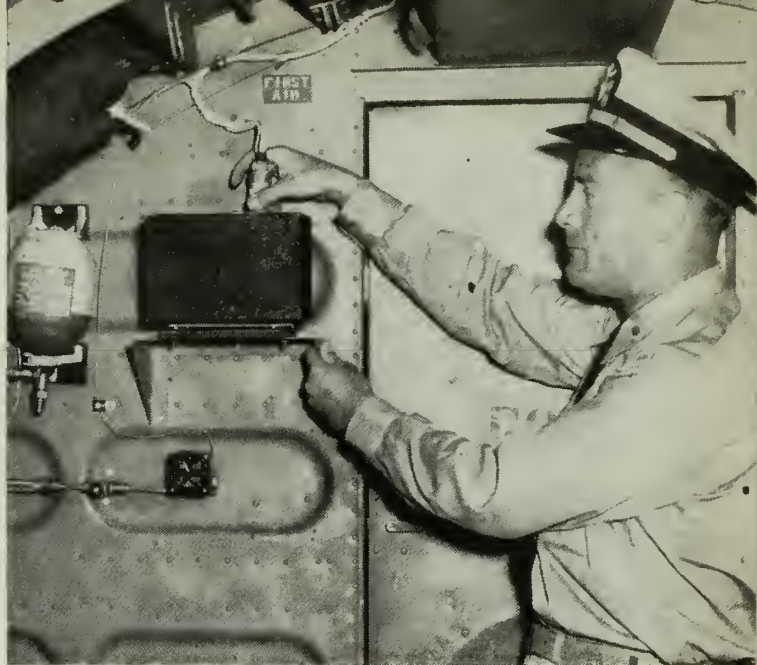
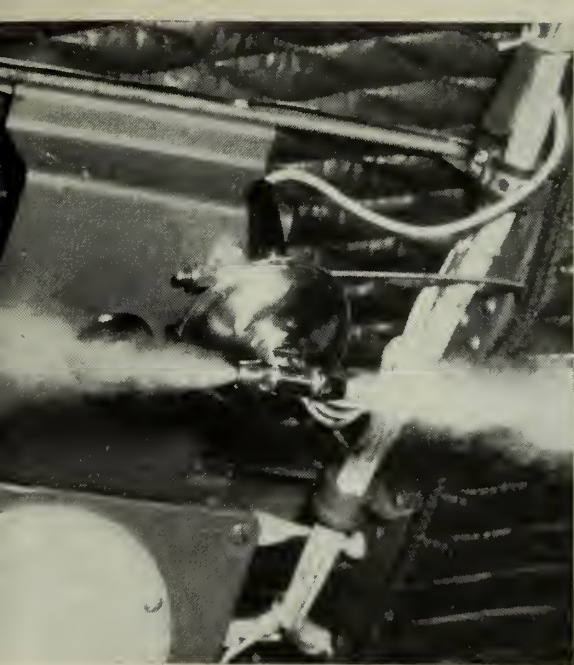
In yet another part of the U.S.—California's San Joaquin Valley—225 sailors from the Stockton Naval Supply Annex joined hundreds of townspeople to build sandbag levees to hold back the raging torrents that spilled over some 65,000 acres of rich farm land.

During the five-day emergency, Stockton Navymen (including some hometown Reservists) also whipped together a small boat pool which could be utilized to evacuate people should it be necessary.

In line of duty, sailors also came to the rescue of four stranded boats which had broken loose from their moorings and had been swept along by flood waters. The boats were returned to their grateful owners.



MAROONED WOMAN is brought to dry land by personnel from NAS Willow Grove and civilian during devastating storm that hit East Coast.



DISPERSAL UNIT is shown in operation (left). Actuated, this timer regulates dosage of insecticide throughout aircraft.

They're Gunning for Insect Enemies of Man

POURING from the open bows of landing boats, the Marines pounded across the narrow ribbon of beach and into the jungle beyond.

The landing had been uncontested, fortunately—uncontested by man, that is. But now as the canopy of foliage closed in overhead, the leathernecks met hordes of mosquitoes. Soon there would be cases of malaria, the medics feared—despite the atabrine. And dengue, with its bone deep pain. Even now, men who would soon need all their strength for more important things were spending it in brushing, slapping, fighting the swarms of mosquitoes.

Suddenly a gull-winged Navy plane droned low over the troops—an F4U, with two capsule-like tanks slung beneath the wings. From the under side of the tanks billowed clouds of vapor. As the settling fog came down through the leaves and branches of the trees and blanketed the ground, the bugs miraculously disappeared.

Now the sound of another plane's motor could be heard, singing more faintly but in a higher note than the first. An enemy fighter was sweeping down from the inland hills. The pilot of the bug-killing plane spotted his adversary-to-be. But would his plane be slow—

sluggish with the added weight and air resistance of the two big tanks?

The answer to that question was "no." The moment he saw the attacking plane, the pilot moved a control lever in the cockpit. The tanks plummeted away and disappeared into the jungle below. In a flash the F4U had abandoned its role as housewife with a flit gun and was again in character as a slugger.

That was a fictional wartime scene, but one which has plenty of basis in fact. Here is a more peaceful episode, equally fictional but likely to become equally factual.

A Navy R4D transport plane—or maybe an R5D—is winging homeward from Dakar, Tamatave and Bangalore. People came aboard at all those places, and while they were coming aboard there swarmed through the open door any number of undesirable bugs.

At a propitious time, the pilot presses a button on the instrument panel. Instantly, from a dozen or more scattered nozzles an almost invisible vapor spreads through the fuselage. The pilot removes his finger from the button. In a few seconds the nozzles are silent again. In five minutes 85 per cent of the hitch-hiking insects are dead or fatally paralyzed. Shortly thereafter,

the remaining 15 per cent are also being seized by rigor mortis.

These two procedures could be interchanged, so to speak. The first, with a different setting, could be an example of peacetime mosquito killing—perhaps in the housing area of a southeastern U.S. air station. The second could be a thick-of-battle process to do away with bothersome bugs in a hospital plane.

The hub of pilot-controlled insect killing in the Navy is the Naval Air Station, Jacksonville, Fla.

The whole affair probably goes back to 1927, when it was first realized that planes were creating a new hazard to health and prosperity. Disease-carrying and crop-destroying insects were immigrating by air. Inspection of all aircraft coming from overseas was made the responsibility of the U. S. Public Health Service. Manual spraying was employed, but the results were not too conclusive.

Around 1940 the aerosol "bug bomb" appeared on the market. Inside it is an aerosol insecticide which produces a mass of small droplets carried by freon gas. When released from the pressure of the container, the expanding freon causes the droplets to explode into innumerable smaller droplets capable of penetrat-



RESULTS are examined following a test of an installation of the disinsection equipment in a PBM. The equipment was perfected at NAS Jacksonville.

ing areas unreachable by ordinary insecticides.

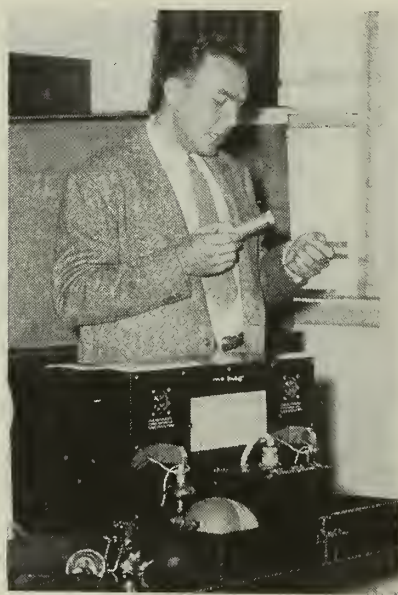
Two scientists—one a Navy Medical Corps officer and one a member of the National Institute of Health—observed the effects of this “bomb.” They believed that the same theory could be applied to the problem of quick, complete disinsection of planes. Five years later, in 1945, the first system was ready for flight testing.

Three tests were conducted at the U. S. Naval Air Test Center, Patuxent River, Md., with consultations and alterations between. After these tests, the equipment was sent to the Naval Air Station, Jacksonville, Fla., for perfecting. And this is the early history of the development of equipment for disinsecting the interior of cargo and passenger planes flown by the Navy.

As for the application of insecticides to the earth’s surface by air, that goes back several years, too. Much of World War II was fought in mosquito-infested areas, with much malaria and dengue resulting. When aerial spraying was done, it was performed by use of a tank of insecticide carried inside the plane. A valve at the bottom of the tank released the liquid, which flowed out by gravity. There was no control of spray, and the insecticide was dumped, and fell like rain.

Later, this method was improved

somewhat by use of electric pumps which delivered the bug poison to pipes, or “wing booms,” attached to the under side of the wings. The pipes were perforated, giving an atomizing effect and doing away with the “dumping.” But while the tanks could be dropped, the wing booms were stationary. They constituted a definite handicap in aerial warfare.



AUTOMATIC disinsection device for aircraft is explained at the Navy’s Malaria and Mosquito Control Unit.

Immediately after the war, the Bureau of Aeronautics tackled the problem. The objective was to develop aerial mosquito-killing equipment which would be easily attached and easily dropped—leaving no portion of itself behind to create air resistance. Contracts for its development were given by the Navy to commercial laboratories. Soon equipment was being test-flown at the Patuxent River Air Test Center with high operational success. Actual bug-blitzing tests still remained to be met. For this part of the job, this equipment, too, was sent to the Naval Air Station Jacksonville.

What is there at NAS Jax which attracts new disinsection equipment so powerfully? The answer to that question is: Malaria and Mosquito Control Unit No. 1, located there. An activity of this type was recommended by the Bureau of Medicine and Surgery in September 1948. On 10 Mar 1949, the Navy Department officially sanctioned the unit.

Personnel at the unit constantly study and test new and more potent insecticides and ways of applying them. Regarding ways of applying them, here is the latest system for use in disinsecting land areas:

Streamlined tanks holding 150 to 450 gallons of insecticide are hung on bomb shackles attached to the outside of the plane. Electrically operated valves permit the liquid to flow into small funnel-like air pipes, or venturi. The plane’s slip stream, whistling through the venturi, converts the liquid into an exceedingly fine spray.

Flight tests show that the method is effective over an area of a square mile per period of six minutes spraying. The equipment is estimated to cost less than one-third as much as earlier types. Its weight has been reduced considerably. It can be installed in half an hour and dropped in half a second.

A late model of interior disinsection equipment consisted of numerous spray nozzles suitable for fixed installation in any type of aircraft. The nozzles, operated by the single button on the pilot’s instrument board, are strategically located throughout the plane. With a touch of the button, they dispense timed dosages of insecticide. Overall weight of the equipment was only 25 pounds. However, even this fly-weight model went back to the laboratory for additional slenderizing if

any more weight reduction were possible. A new master cylinder with greater capacity was developed, tubing was reduced from one-fourth inch to one-eighth inch in diameter.

A test of this type equipment was made in a Navy R4D in April 1949; tests are now underway in the four-engine R5D. Test equipment was "custom built," but commercial manufacturers have been approached with the idea of mass production.

Another function of the Malaria and Mosquito Control Unit is to train Reserve personnel and maintain a steady source of qualified anti-insect men for emergencies. The program is drawing many former Navy men for two weeks' training duty. They come from universities, the Public Health Service and the Department of Agriculture, from commercial laboratories in all parts of the nation.

The Unit is not working for the Jacksonville air station alone. It is responsible to many other stations within the 6th Naval District. It is mobile, ready to move at any time to meet a civil or military emergency.

However, NAS Jacksonville does appreciate in a definite way the Unit's presence. During the past two years the Unit has brought about a saving of approximately \$50,000 at Jax by protecting buildings from termite damage, and provisions from destruction by weevils and other pests.

While the unit at NAS Jacksonville is the only one of its kind in the Navy today, others will be established if, when, and where they are needed.

The units are to be under the military command and coordination control of commandants of naval districts, fleet commands, and COs of



TWIN TANKS attached to a Corsair fighter contain powerful insecticide for protection of ground troops. Tanks are instantly detachable for air combat.

Marine divisions. They will be under the management and technical control of the Bureau of Medicine and Surgery.

A total of 12 functions are named by BuMed in the mission of such units. Besides those already outlined—development of equipment, training of personnel—they include the following:

Make recommendations relative to construction and maintenance of screens, ditches, surface-water drains and fills, and the clearing of streams;

Conduct test programs and development and evaluation of new methods of insect and pest control;

Conduct periodic surveys to deter-

mine breeding areas and insect species that thrive therein, and, in fact, perform almost every task connected with elimination of insects harmful to man.

Should one need to be convinced of the work's importance, he need only observe the number of groups with an interest in it: The U.S. Army, the Air Force, the Civil Aeronautics Administration, the U.S. Public Health Service, the National Institute of Health, and the U.S. Department of Agriculture. . .

. . . Not to forget that company of Marines slapping and scratching its way through a mosquito-infested jungle.



MOBILE EQUIPMENT employed by field laboratory in control of mosquitoes and other insects harmful to health.

LETTERS TO THE EDITOR

\$200 or \$300 MOP

SIR: I have a question in regard to a letter you published on p. 27, ALL HANDS, October 1950, in which R.I.W., YN3, USN, asked this question:

"I just reenlisted on board, having first entered the Navy on 24 June 1947 and have been serving on active duty ever since. I would like to know if I rate the \$300 mustering-out payment, as I have served on sea duty since 31 Oct 1947 and have made two Mediterranean cruises." You replied affirmatively.

It is my belief that R.I.W. would get MOP in the amount of \$200 only. However, if sea duty commencing 31 Oct 1947 entitles a man who entered into active duty prior to July 1947 to an extra \$100 MOP, I would appreciate any reference you can provide that authorizes this.—H.M.G., YN2, USN.

• R.I.W. qualifies for the \$300 under the provisions of BuSandA Manual paragraph 54380-1(3) which states that that amount is payable to "personnel with 60 days or more active service between 7 Dec 1941 and the date of expiration of an enlistment or period of active duty entered into on or prior to 30 June 1947, any part of which was outside continental United States or in Alaska. . . ."

The \$200 payment you mention is for personnel who meet the above requirements except for the service outside continental United States or in Alaska. But R.I.W. apparently did have that overseas service and therefore meets the requirements for the \$300 payment upon discharge or release from active duty.—ED.

Steward's Jacket

SIR: Please describe the steward's jacket. Is it the same jacket worn by non-rated men?—W.H.H., SD1, USN.

• Uniform Regulations, Art. 7-15.1, describe the "Jacket, White, Steward's" as follows: "This garment shall be made of bleached cotton twill. It shall be single-breasted, with coat-style sleeves, and fly front fitted with five plain white detachable buttons. It shall have a standing collar with V-shaped opening closed at base with a metal hook and eye."

This jacket is worn by men of the steward's group when performing duty in the wardroom on board ship. The style is the same for both rated and non-rated men.—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Blue Nose Certificates

SIR: As a Yeoman of Naval Construction Battalion, Arctic Test Station, I have been asked to inquire about the "Blue Nose Club." Is this certificate still being issued? What are the requirements for obtaining the certificates?

This activity is located at 71.50° North latitude and our commanding officer is an established member of the club by previously qualifying in Greenland.—H.L.F., YNT3, USNR.

• Authorization to issue "Blue Nose Club" certificates, upon an official request, is delegated to Naval Supply Center, Norfolk, Virginia. Since the men on your station have crossed the Arctic Circle, a number of these certificates will be issued on request of your commanding officer. A request should be directed by the CO to the Publications Supply Depot, NSC Norfolk.—Ed.

Smoking Lamps Lit or Lighted

SIR: In passing the word as regards lighting the smoking lamp, which is correct—"The smoking lamp is lit" or "The smoking lamp is lighted"? D. W. P., BM1, USN.

• Webster's New International Dictionary, Second Edition, Unabridged, gives the preferred past participle of the verb "light" as "lighted." "Lit" is also given, but in a secondary sort of way. Farther down the page an example is given as follows: "The town is lighted by electricity."

On the other hand, The Bluejacket's Manual, 1946 (p. 609), gives the expression "The smoking lamp is lit," in just those words. Both usages are heard aboard ship, as you probably know, but the form used in The Bluejacket's Manual seems to be heard more than the other.

So, apparently both forms are correct, and those who prefer either have plenty of backing. It would be best simply to conform with the accepted practice aboard your ship or station in this matter. You won't be wrong whichever way you say it.—Ed.

Shoulder Marks and Overcoats

SIR: What is sea-going parlance and what is lubberly talk? Page 34 of your November issue uses both the term "shoulder boards" ("Shoulder boards for admirals are gold") and "shoulder marks" ("Shoulder marks first came into use in 1899"). For my money, "shoulder boards" is lubberly, while "shoulder marks" is nautical. Please set me straight on the exact, correct terminology.—F.W.B., CDR, USN.

• "Shoulder marks" is used in U.S. Navy Uniform Regulations as the name of the insignia worn on the shoulders of white and khaki coats, and on the blue overcoat, to indicate ranks and corps of the wearer. The term "shoulder boards" is incorrect.

Another error now made by many persons in uniform terminology is the incorrect use of "bridge coat" when referring to the officer and CPO "overcoat." The officer and CPO long dark blue coat with gilt buttons has always been officially designated "overcoat."—Ed.

Clothing Allowance

SIR: Is a clothing allowance granted to persons appointed to commissioned rank from enlisted status?—ENS L.M.B., MSC, USN.

• Individuals who are appointed to commissioned rank in the Naval Reserve from either a civilian or enlisted status are entitled to payment of uniform allowance upon first reporting for active duty as a commissioned officer. There is no authority of law for payment of a uniform allowance upon first appointment to commissioned rank in the Regular Navy.—Ed.

Gangway Watch and Salutes

SIR: On a small ship where the officers stand a day's duty and there is no commissioned officer on the quarterdeck in port, does the gangway watch rate a salute? Can any enlisted man be designated an OOD or a JOOD, regardless of job code number or deck qualifications?—H.E.S., QM1, USN.

• The gangway watch is saluted when he is designated "petty officer of the deck" or "junior officer of the deck."

Each person in the naval service, upon coming on board a ship or departing from a ship of the Navy, shall salute the national ensign if it is flying. The national ensign is not saluted if it is not flying. The salute to the colors is returned by the officer of the deck.

Thus, a person coming aboard in the daytime would render two salutes—the first to the colors and the second to the officer of the deck. Both would be returned by the officer of the deck. At night only the salute to the officer of the deck would be rendered. The quarterdeck as such is not saluted.

Article 1003 (3), U.S. Navy Regulations 1948, states the conditions under which an enlisted man may be given duties such as officer of the deck. This could include a damage controlman as well as a boatswain's mate. When an enlisted man is officer of the deck or a representative of the officer of the deck, he is entitled to receive and required to return salutes the same as a commissioned officer.—ED.

Mates in the Navy

SIR: (1) Is there now or was there ever a petty officer or warrant officer rank or rate of "mate" in the Navy?

(2) I maintain there was in discussions at this base and that the specialty insignia was a pair of binoculars, with the small ends pointing up.

(3) What is or was the relative precedence of the mate among the enlisted men, warrant officers and commissioned officers of the Navy?—R.W.M., QMS1, USNR.

• (1) Some years ago there was, yes. By the Act of 3 Mar 1865 all master's mates in the Navy had their title changed to mate. At that time there were around 800 of them in the Navy, and by August 1894 there were still 27 in the service. To induce their retirement, a law was passed to allow them the retirement benefits of warrant officers, the first retirement privileges awarded to them.

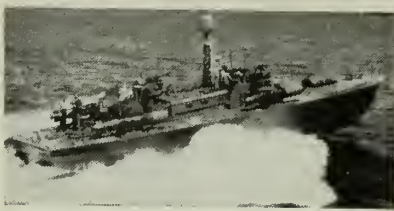
(2) Navy Uniform Regulations, 1897, specify the following insignia: "Mates—

After 20 years service as such, a binocular glass with the axes at right angles to the edge of the collar, eye pieces up, embroidered in silver. Under 20 years service as such, a binocu-



lar glass, placed as above, embroidered in gold."

(3) By an Act of 1906 the mates on the Navy retired list were promoted to the next higher grade if they had creditable Civil War service, which most of them had. They were given warrant rank and ranked with the lowest grade of warrant officer. They were still called mates, but whether they were officers or enlisted men apparently had many people confused. A year after the passage of this Act, the Attorney General of the United States published the legal opinion that mates "occupy the status of both officers in the Navy and enlisted men."—ED.



BUILDING of new PT boats is under way. WW II models are still remembered for work.

PT Training and Duty

SIR: Does the Navy still use PT boats and plan to put any additional ones in commission? Is there a PT training base and is it possible to get transferred to PT duty?—A.H.P., BM1, USN.

• The Navy still uses PT boats. There were four operating and two others slated for manning when your letter was received. PT boats aren't commissioned individually, by the way. It is only the group as a whole that is commissioned, or the activity to which the boat is attached.

There is not at present any special training available to prepare personnel for PT duty. To obtain such duty, you should submit an official request to Commander, Service Force, Atlantic Fleet, or Commander, Service Force, Pacific Fleet—whichever applies—via your CO.—ED.

BAQ Is Not Family Allowance

SIR: How is it that the Navy can charge \$85 per month for Navy housing? This is supposedly a rental allowance, but I have been under the impression that that was no longer in effect since the recent law went into effect. Isn't the recently added pay a family allowance?—R.W.N.

• No. The Career Compensation Act as amended by the Dependents Assistance Act of 1950 provides for payment of a basic allowance for quarters to personnel with dependents. This is not a "family allowance" in the same sense as was specified in the old 1942 law. Section 302-b of the Career Compensation Act provides that no basic allowance for quarters shall accrue to members of the uniformed services assigned to government quarters of housing facilities under the jurisdiction of the armed services.

In accordance with the above law, a member assigned these quarters for himself and his dependents is not credited with the amount of the basic allowance for quarters to which he would be entitled if he had to provide his own housing from civilian sources. Since you apparently were furnished government quarters, you are not eligible to receive the basic allowance for quarters.—ED.

Extension of GI Rights

SIR: After three years' wartime service, I enlisted in the Regular Navy on 25 Sept 1946 under the provision of Public Law 190, 79th Congress. My entitlement under the GI Bill is consequently extended so that I have four years from date of separation to commence a course of education.

NavPers 553 having been replaced by DD Form 214 (Report of Separation from the Armed Forces), and since the instructions for the latter form make no provision for reporting this information, what documentary evidence will there be of my extension of entitlement when I apply to the Veterans Administration for educational benefits?

My current enlistment expired 24 Sept 1950 but was extended one year under Alnav 72-50 (NDB, 15 Sept 1950). Will my date of separation for the purposes of the GI Bill be 24 Sept 1950 or 24 Sept 1951?—S.H.Y., YN1, USN.

• When you apply for veterans' benefits, you should submit Form DD 214, which will provide the information necessary for the Veterans Administration to make an accurate determination of the extent of your entitlement to educational and other benefits.

The involuntary extension of your enlistment under Alnav 72-50 has raised questions both as to the extension of your entitlement to education and the deadline dates applicable. As yet, no official determination has been made by the Veterans Administration in this matter.—ED.

Addressing MSC Officers

SIR: I would like a clarification of a matter much discussed here. I maintain that an officer of the Medical Service Corps is referred to as "Doctor," even though he is not, in the true sense of the word, a doctor.

The only information now available is that officers of the Medical Corps may be titled "Doctor" in the rank of lieutenant commander and below, but there is no similar provision regarding officers of the Medical Service Corps.—G.L.H., YN2, USN.

• Such a provision does not appear in Navy Regs and therefore what you maintain is apparently wrong. Article 1312 (2), Navy Regulations, 1948, says: "In oral official communications male officers below the grade of commander in the Navy and captain in the Marine Corps may be addressed as 'Mister' and female officers of similar grade as 'Miss' or 'Mrs.' except that officers of the Medical Corps and of the Dental Corps may be addressed as 'Doctor' and officers of the Chaplain Corps as 'Chaplain'."—ED.

Absentee Pennants

SIR: A discussion arose recently and has spread until it now embraces nearly everyone in our division of ships. The problem is as follows: In accordance with Article 2175 Navy Regulations, our commanding officer is temporarily flying the burgee command pennant authorized by Article 2171(3)(a). Articles 2176 Navy Regs, and 7457 DNC5 prescribe regulations for absence indicators but have not clarified sufficiently this situation. Should the commanding officer fly, upon departure, the absentee pennant as commanding officer in addition to the absence indicator for a unit commander?

Navy Regs reflects that the absence of an officer or official shall be indicated, and we hold that one absence indicator, the senior one, will indicate such absence and further, that any additional indicator would be ambiguous and incorrect. Is that correct, or do I have to burn all our copies of ALL HANDS to prevent a prolonged ribbing?—C.F.C., LTJG, USN.

• *We hate to see the product of our staff's blood, sweat and tears go up in smoke, but your side is wrong. As indicated in your letter, Navy Regulations and Communication Instructions do not contain instructions for the display of absentee pennants in the case of a CO acting as temporary unit commander. Therefore, to avoid any misunderstanding to those who may not be aware of the situation, both absentee pennants should be displayed in this case.*—ED.

Promotion Exams for Officers

SIR: BuPers Circ Ltr. 178-49, (NDB, 31 Oct 1950) regarding professional examinations for officers, lists the resident course at the School of Justice as an exemption for the military justice part of the executive area. Are those of us who completed the course prior to the adoption of the Uniform Code of Military Justice eligible for this exemption?—G.B., LTJG, USN.

• *At present, all promotion examinations for officers exclude the subject of military justice. This will continue until the new material has been issued and until a reasonable time elapses to give all officers a chance to become acquainted with the new provisions.*

All officers are now being examined in the executive area only, and no exemptions are allowed for completion of any course, either correspondence or residence. When the complete examination is again reinstated, exemptions will again be allowed and will be governed by instructions in effect at that time.—ED.



UNDERWATER ART—Mermaid graces the side of escape training tank at New London.

Who Painted the Mermaids

SIR: In your October 1950 issue of ALL HANDS you answer a question I've asked many sailors just out of Submarine School, New London, Conn., as to whether the two mermaids are still painted in the tank. It makes me very proud to see in your picture that they are still there. After completing the school in 1941, Don Shumock, RM1, USN, and myself painted the original mermaids in the tank. Since then Don was lost in action on board USS Grayling (SS 209), on which we had served together for some time in the Pacific during World War II.

I am telling you this because I don't believe anyone knows who actually did first paint the mermaids.—C. J. Stimson, QMC, USN, USS Florikan (ASR 9).

• *Thanks for the word, chief. Apparently your art is ageless: We understand that nine years in the water have left no mark on their blushing countenances—or at least nothing that an annual retouch job can't fix.*—ED.

Payment For Unused Leave

SIR: (1) If a man has been hospitalized for a year or so and was unable to use any of his annual leave to the extent that he now has 85 days of unused leave, what will become of this accrued but unused leave when the man is placed on the temporary disability list in January 1951?

(2) When a man is paid leave rations for his unused leave at the time of his transfer to the temporary disability retired list, is the rate \$1.05 per day or less than that?—D.M.M. Jr., AD3, USN, and B.S., FA, USN.

• (1) *Personnel placed on the temporary disability retired list are compensated for the unused leave standing to their credit at the time when placed on such retired list. In all cases, the number of days of unused leave does not exceed 60 days for purposes of computing the lump sum leave payment.*

(2) *The subsistence allowance for such lump sum payments is \$0.70 per day.*—ED.

Award to Naval Academy

SIR: The Brazilian government in 1947 presented the Brigade of Midshipmen, United States Naval Academy, with a decoration.

(1) What was the decoration? (2) Do officers who were midshipmen at the time of presentation rate the ribbon of the award? (3) In cases such as this, is the consent of Congress required to receive a decoration from a friendly foreign nation implicit in the acceptance of the award by the Superintendent, USNA?—E. F. W., Ens, USN.

• (1) *The decoration referred to appears to be the Grand Cross of Naval Merit, which was conferred on the Flag of the United States Naval Academy by the Brazilian government in 1945. The presentation was made by Vice Admiral Sylvio de Noronha of the Brazilian Navy, then Naval Attache to the United States, during a Brigade review on 14 Nov 1945.*

(2) *Inasmuch as the decoration was bestowed on the Naval Academy Flag, rather than on the Brigade of Midshipmen, it is believed that there was*

Saluting in Buildings

SIR: The question has arisen, whether or not a junior salutes his senior when both are covered and they meet in passing while inside a building (under cover). As close as I can ascertain, Navy Regulations give no exceptions to rendering the hand salute. Can you refer me to any publication dealing with military courtesy beyond what is contained in Navy Regulations—R.W.E., LTJG, DC, USN.

• *It depends upon the building. In a Navy building when two officers (covered) meet, they exchange salutes. In a public building, such as a theatre, or hotel, salutes should not be exchanged if it does not appear appropriate to do so under the circumstances. In a Navy building when a covered junior encounters an uncovered senior, the junior should salute, but the senior officer cannot return it except by a nod or greeting, unless a return hand salute is necessary to avoid embarrassment.*

On board ship you salute all senior officers on the first daily meeting. Afterwards salutes are dispensed with, except that the captain, captain of other ships who might be on board, and all flag officers are saluted on each occasion of meeting, passing near, or being addressed. Inspecting officers are saluted whenever making an official inspection. All Hands, July 1949, contains a complete roundup of naval courtesies afloat and ashore.—ED.

no intention on the part of the Brazilian government to grant authority for Midshipmen then at the Academy to wear the medal or ribbon.

(3) For the same reason, it is believed that the consent of Congress was not necessary in this instance. The authority under which the award was accepted is contained in Public Law 671, 77th Congress, 20 July 1942.—Ed.

GI Bill and Active Duty

SIR: I was recalled to active duty before I was ready to start school under the GI Bill of Rights. I had taken all the preliminary courses requisite to entry. Now, the Navy has me again and I am in no position to start the schooling I had planned on. (1) Will I lose out completely on my schooling, or is there still some chance I might get to start school under this Bill after my active service in the Navy is completed? (2) What's the latest dope on Reservists transferring to the Regular Navy?—G.T.S., YNS1, USNR.

•(1) The question you pose concerning your possible loss of entitlement to GI education has been asked many times since the outbreak of the Korean conflict. Many veterans of World War II who have returned to active duty on either a voluntary or involuntary basis face the loss of unused time under the educational provisions of the GI Bill unless legislation extending deadline dates in regard to these benefits is passed.

The rights and benefits of the GI Bill for which you may have established eligibility on the basis of your previous service have been in no way changed or extended by the present crisis. Consequently, the deadline dates previously established are currently in effect. If you were discharged prior to 25 July 1947 the education or training to which you may be eligible must be commenced by 25 July 1951 and completed by 25 July 1956.

You might like to discuss with a representative of the nearest regional office of the Veterans Administration the possibility of initiating your GI education before 25 July 1951 by taking some courses during your off-duty hours.

(2) Naval Reservists on inactive duty may presently enlist or reenlist in the Regular Navy at recruiting stations under the provisions of Recruiting Service Order No. 13-50 (Instructions governing enlistments and reenlistments in the Regular Navy under broken service.) A program is being formulated to permit voluntary transfers of Naval Reservists on active duty to the Regular Navy at some period after July 1951. The requirements for qualifying for the transfer program and the ratings and pay grades that will be open will be announced in a future BuPers circular letter.—Ed.

Information About Flying the National Ensign Underway After Sundown

SIR: The question has arisen on several occasions as to the authority for flying colors underway after sundown. During World War II, I believe that whether or not the colors were secured at sundown or remained up all night was largely left to the discretion of the commanding officer. Can you tell me what is the authority covering this point? Also, I'd like to know if it is permissible to wash the colors. One more question—I believe it states in the Watch Officers' Guide that the colors and union jack shall be "corresponding in size? What size jack should be used on a DE with a #9 ensign?—J.C.F., QMC, USN.

• Regulations governing the display of the national ensign from the gaff underway leave to the senior officer present a wide range of discretion as to when it shall be flown—both during daylight and darkness. Navy Regulations, article 2163(4) only require the flag to be displayed underway during the following circumstances: (1) Getting underway and coming to anchor. (2) Falling in with other ships. (3)

Cruising near land. (4) During battle. Under any other underway conditions—such as when a ship or group of ships are steaming at sea alone—there is no regulation which requires the ensign to be displayed. However, the senior officer present may require the flag to be displayed at any time and under any conditions he desires—including at night.

There are no known hard and fast rules concerning washing colors when dirty. However, a pamphlet based on Public Law 829, 77th Congress, and distributed by the American Legion states that it is permissible to wash the ensign but preferably it should be dry cleaned.

Navy Regulations prescribe that the union jack displayed from the jack staff shall be the size of the union of the national ensign displayed from the flagstaff. The Bureau of Ships Allowance Lists (Hull) Group S70 shows that DEs presently are allowed size 9 ensigns for underway colors and size 7 ensigns with the same size union jacks for in port use.—Ed.

Advancements of Reservists

SIR: On 20 Aug 1950 the Bureau of Naval Personnel put out a dispatch cancelling all advancements of Reservists to first class petty officer and chief. When will advancements be permitted again?—J. A. A., USNR.

• After your letter was written, the Chief of Naval Personnel on 20 Nov 1950 published the following information in a letter to commandants and the Chief of Naval Air Training: "Commencing on 1 Jan 1951, advancements to pay grades E-6 and E-7 . . . may be resumed. However, as of that date, advancements effected to those pay grades and to pay grade E-5 will be temporary advancements to conform to similar conditions applying in the Regular Navy. . . . In recommending or reporting temporary advancements they shall be identified as such. The letter "T" in parenthesis shall follow the normal rate abbreviation as a suffix and shall be an integral part of the rate description—e.g., BMG2 (T), QMQCA (T). Individuals who are holding temporary rates may be changed in rating but only to another temporary rate in the same pay grade."

This information pertains to Reservists on inactive duty and shipkeepers and stationkeepers on active duty in the Naval Reserve program.

The letter further states that beginning 1 Jan 1951, Reservists who become candidates for advancement to pay grades E-4, E-5, E-6 and E-7 but are recalled to active duty before the

advancement is effected, cannot be advanced after they report to receiving stations. They may advance only in conformity with instructions that apply to Regular Navy personnel as modified for Reservists on active duty. "However," says that letter, "an advancement which is being processed and which is curtailed as a result of recall to active duty may be completed when the individual returns to a component of the Naval Reserve program, provided he has not been advanced while on active duty and provided he has not been reduced in rating for any reason to a pay grade below that held upon reporting to active duty."—Ed.

Foreign Language Courses

SIR: How does an enlisted man enroll in an Intelligence School foreign language course? Could you also tell me how an enlisted man can get duty as an interpreter?—W.R.W., RMSN, USN.

• The current Navy training program does not provide foreign language instruction for enlisted personnel except for a very few individuals selected for special overseas assignment. This type of instruction must remain on a self-help basis.

If you have knowledge of one or more foreign languages, you should so inform the Chief of Naval Personnel, Attn: Pers-B213, in order that your name may be placed on file for consideration at such time as a man with your special qualifications may be required.—Ed.

Nautical Questions and Answers

SIR: Here are some nautical questions about which certain shipmates and I have been in dispute:

(1) How is the U.S. ensign folded in the Navy—with the blue field folded in and not showing, or with the blue field folded out and showing?

(2) Where may this information about the ensign be found in print? I want to be armed for future disputes.

(3) When and why is the sea painter called a sea painter?—W.L.H., QM3, USN.

• (1) *The ensign should be folded with the union jack inside so that the white stars will not become soiled.*

(2) *The Navy training course for Quartermaster 3/c, edition of 1941, gives this information. Although it is omitted in a later edition of the training course, the practice is well founded.*

(3) *As for when a sea painter is called by that name, the answer is "always." As you probably know, its a long stout line for temporarily towing a boat alongside the ship while boat falls are being hooked or unhooked. Windas, in his "Traditions of the Navy," says he believes the term comes from the French word peuntour, meaning a noose or bight. Webster gives "painter" in this usage as being derived from the old French pentour, meaning "suspensory" or "cordage."—Ed.*

Two NROTC Programs

SIR: What are the requirements for admission to an NROTC program?—R. A. K., PFC, USMC.

• *There are two NROTC programs. The contract program is non-subsidized. Candidates for enrollment in this program are selected by the Professor of Naval Science from the student body of the NROTC college. Men on active duty in the Naval Reserve are not eligible for release from active duty for the purpose of enrolling in the contract program,*

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Arkansas (BB 33)—All former shipmates interested in a reunion—time and place to be decided later—should contact Thomas W. Maher, 91-54 86th Street, Woodhaven, Long Island, N. Y.*

• *uss LST 117—Former shipmates interested in a reunion in the near future—time and place not yet decided—should contact Wesley L. Sharpe, Milton Junction, Wisc.*

• *uss Massachusetts (BB 59)—All men who served aboard "Big Mamie" during World War II who are interested in attending a reunion in May, 1951, at Boston, Mass., should contact J. L. Harrington, 158 Salem Street, Reading, Mass.*

• *118th Naval Construction Battalion—Former officers and enlisted men who are interested in a future reunion—time and place to be announced later—should contact Harold W. Landow, 6 Bailey Avenue, Yalesville, Conn.*

since such an enrollment does not in itself give a man any military status.

The other division of the NROTC is known as the Regular NROTC program. This program is fully subsidized by the government. Approximately 10 percent of the men enrolled in the Regular program each year are taken from enlisted personnel on active duty in the Navy and Marine Corps. Enlisted applicants for the Regular program compete among themselves for the scholarships available in the fleet quota.

Full information concerning this program is contained in Joint Letter 50-739 (NDB, 15 Sept 1950).—Ed.

Clothing Allowance for CPOs, USNR

SIR: Is the \$150 clothing allowance being paid every four years to chief petty officers in the Organized Naval Reserve?—W.E.L., GMMC, USNR.

• *Enlisted men of the Naval Reserve assigned to or associated with the Organized Reserve, upon first promotion to chief petty officer, and enlisted men of the Naval Reserve in pay grade E-7 who certify they have not previously been paid a cash clothing allowance for an initial outfit of chief petty officer's clothing, shall be entitled to a cash allowance of \$150 for the purchase of an initial outfit upon assignment to or association with the Organized Reserve. Such allowance is payable only once—not every four years.—Ed.*

Salute Pays Due Respect

SIR: When first entering "boot" camp I was taught when rendering a salute to an individual I was actually saluting the uniform worn and not the individual wearing it. (1) Is this correct? (2) Is there any published regulation or order stating that personnel in the Washington, D.C. area are not required to salute when not actually on a military reservation?—M.E.S., YN1, USN.

• *(1) Salutes are rendered to individuals because of their right to wear the uniform. A salute is simply the military way of greeting a fellow member of the armed forces. It's a dignified gesture whereby military and naval men look another companion in arms in the eye and, by proper salute, pay due respect to the uniform and authority of another servant of the State. All officers in uniform are saluted. All officers that you recognize in civilian clothes should be saluted. (2) No. Naval personnel in the Washington, D.C., area, as in every other area, are required to exchange salutes ashore.—Ed.*

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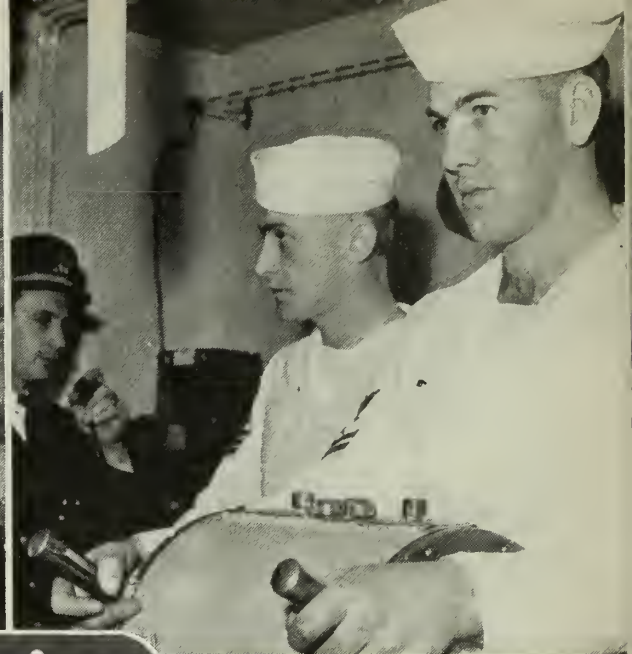
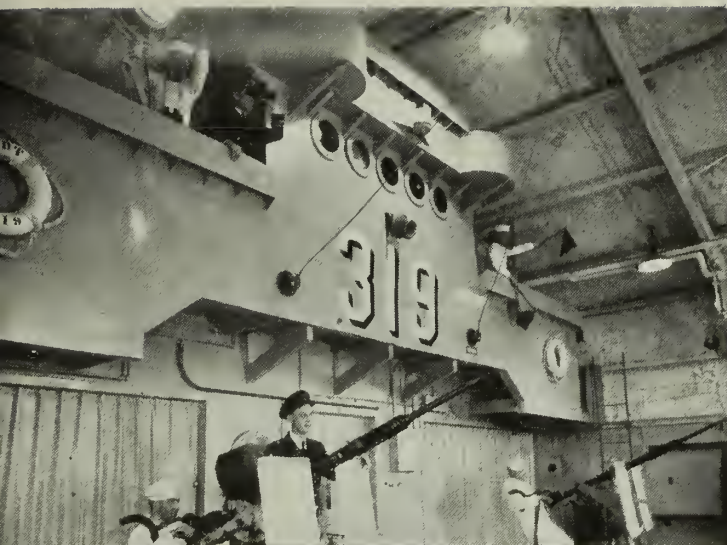
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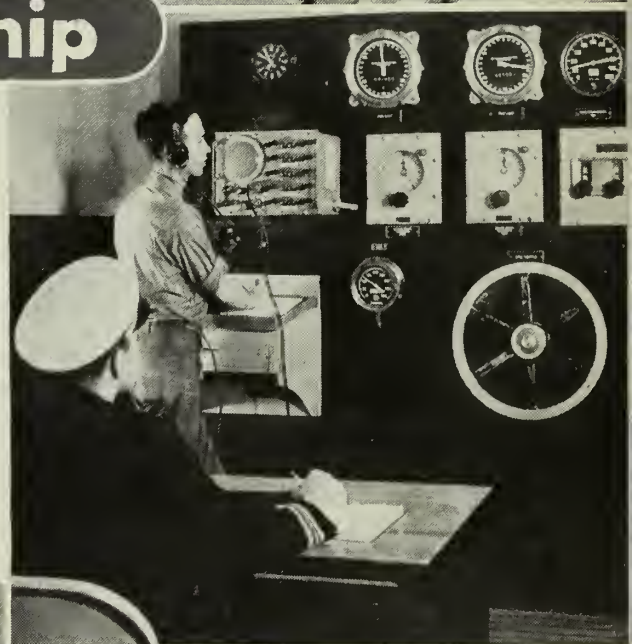
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Shore-Going Ship

THEY WERE MEN of the sea without a ship at the U. S. Naval Reserve Training Center, Freeport, Long Island—so they built one. A sleek, land-locked destroyer was constructed from plans drawn up by 10 Navymen stationed at the Center. Using scrap and surplus material the vessel was built without expense to the government and her crew is now ready for any shipboard assignment. Commissioned and named in memory of a shipmate, Thomas F. Keaveny, she was designated the DDT 319.

Ready for action against a simulated enemy attack, men take battle stations, above. Clockwise: Order for full speed ahead is relayed to the engine room from the pilot house. Engine room panel board duplicates that in seagoing destroyers. Reservists get shipboard training on dry land. Finished in just six weeks, the vessel even has a sick bay for first aid.—Lynne F. Cooke, JOSN.



Brief news items about other branches of the armed services

★ ★ ★

MASTER SERGEANT William P. Mercer, USAF, is probably the only enlisted man in the Air Force carried on the rolls as a base commander. For two years, he has been commanding Bellows Air Force Base, Oahu, Hawaii, a military air transport service recreation center, open to officers, men and their families for weekends and leaves.

The Texan, who began soldiering in 1916, directs the activities of 22 airmen and 12 civilians. He is responsible for more than 600 buildings. In addition to his duties as base commander, MSgt Mercer is also the base adjutant, first sergeant, sergeant major, fire marshal, teletype operator, manager of the non-commissioned officers club and recreation area. In his spare time, he doubles as theatre manager and projectionist.

Taking over the air base when the officer in charge was transferred to the mainland, MSgt Mercer was told he would only "last about two weeks." Proudly pointing to his two-year tenure, the gray-haired sergeant speaks of his eventual retirement. "I'm going to retire in Fort Worth," he says. "There's no other place like Cowtown, out where the west begins."

★ ★ ★

A NEW TYPE OF CRASH RESCUE BOAT is undergoing tests by the Air Force. Designated "Rescue Boat, Mark I," the 40-foot craft has several improvements over earlier type crash boats.

Biggest improvement is a hinged "transom" or tailgate at the stern which can be lowered into the water to provide a working platform for bringing survivors on board. During World War II it was found that the handling of injured airmen when hauling them over the sides of earlier type rescue boats could complicate their injuries.

The tailgate of the new boat can be lowered to about 18 inches under-water and a litter placed under an injured man to slide him gently up the tailgate



NAVY-BUILT crash boat used by Air Force accommodates up to eight litters; has top speed over 20 knots.

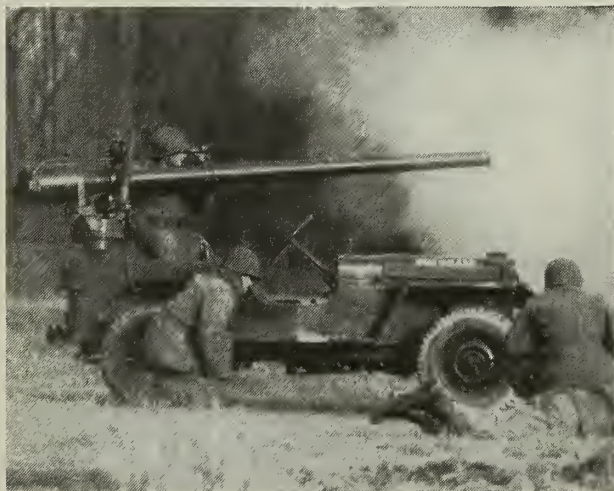
ramp. To prevent survivors from being injured, two aluminum tubing guards are mounted on each side of the stern and lowered automatically over the propellers when the tailgate is dropped.

Forward cabin of the crash boat is equipped to provide emergency treatment to patients while enroute to a hospital ashore. Electrically heated, the cabin is provided with hot and cold water, blood plasma, drugs, bandages and other medical supplies.

The craft is equipped with radar and extensive communication facilities. It is manned by a crew of five and can accommodate up to eight litter patients. Two diesel engines give the boat a top speed of more than 20 knots.

The new boat was built for the Air Force by the Navy, and is the first of five such types to be delivered for testing. Construction work and initial tests of the boat were accomplished at the Boston Naval Shipyard.

★ ★ ★



POTENT mobile Army weapon, 105-mm. recoilless rifle, pours in deadly fire at Aberdeen Proving Ground, Md.

"PIONEER" IS THE ARMY'S WORD for its new *Army Almanac*, a 1,000-page book of facts and figures on the Army and its history since the Revolution.

Four years went into compiling the book. Its foreword states the almanac "is designed to serve members of the military establishment as a handy reference source, and to provide editors, commentators and others concerned with public information, an organized body of material about the Army."

The almanac contains charts, maps, rosters, tables of contents and both name and subject indexes together with the narrative. Designed also to serve as background material for the current organization, it contains chapters on the Navy, Air Force and Coast Guard along with descriptions of agencies associated with the defense establishment.

Wars and campaigns, strengths of the Army, Navy and Air Force, characteristics of weapons, pay of the Army, troopships, evolution of the ration, the Army's schools, Selective Service and the National Guard are other subjects included in the comprehensive manual.

A NEW DOSIMETER—a handy personal “exposure meter” to tell you how much radioactivity you’ve soaked up—has been developed by the Army.

The radioactivity gauge is small enough to be worn around the neck like a dog tag, yet will reveal charges of radioactivity ranging from “very slight” to fatal. Here is what the dosimeter consists of, briefly:

First, there is a small metal case which contains a flat paper package. Inside the package there’s a piece of photographic film and a pod or capsule of developing solution. The flat envelope has a tab which can be grasped with the fingers. The section of film has a graduated scale along one edge, varying in shades of lightness.



ONE MINUTE after exposure radiation can be measured by this photo dosimeter.

If the wearer thinks he has been exposed to gamma rays, he begins to make use of his dosimeter by grasping the tab which is attached to the flat paper package. He pulls the package out through a narrow slot in the case. The process of passing through the slot causes the pod of developing solution to break. The solution spreads over the film and goes to work on it. Its work takes only one minute, after which the dosimeter operator can remove the film from its envelope. By comparing its color with that of the graduated scale, he can tell how much he has been exposed to the lethal rays.

Special shielding in the case blocks out alpha and beta rays, preventing their having any effect on the film. The instrument’s sensitivity can be changed by altering the type of photographic emulsion used.

Navy nuclear scientists consider the Army Signal Corps dosimeter an interim device and are working on a phosphor glass type (ALL HANDS, Jan 1951, p. 8).

NEW PROTECTIVE CLOTHING is eliminating the danger of absorbing quantities of red fuming nitric acid and aniline, faced by the handlers of liquid rocket propellants for jet planes.

Culminating two years of research, Air Materiel Command’s Aero Medical Laboratory at Dayton, Ohio, has produced special clothing consisting of a new coverall and hood assembly fabricated from vinyl-impregnated fiberglass, butyl rubber boots and vinyl-coated cotton gloves. The hood is equipped with a plastic visor designed to give the wearer ample front and side visibility.

To offset the additional danger of overheating, two methods of interior cooling have been devised for the outfits. One utilizes an air-ventilated harness attached to a nylon suit worn under the protective coverall. Plastic tubes disperse the air equally throughout the interior of the assembly. This circulating air prevents toxic fumes from entering the hood interior and eliminates the need for a respirator.

Water evaporation is the second method of cooling. By saturating a mercerized cotton outershell which fits over the protective coverall, overheating is reduced. This process removes the need for an air-ventilated interior suit.

* * *

AMONG NEW THINGS being added to the Army, as regards personnel, are new preventive medicine companies to succeed the malaria survey and malaria control detachments famous in World War II.

Each of the new companies is to be composed of six officers, one warrant officer and 59 enlisted men. In addition to a headquarters section, each company will be divided into hygiene and sanitation section, a survey section and three control sections. The headquarters section will take care of command and administrative work. All the other sections, comprising “the preventive medicine service,” are concerned with various aspects of hygiene and sanitation.

The first of these companies arrived in the Far East Command for service in Korea some time ago. Several others were slated to be organized, like the first, at Brooke Army Medical Center, Fort Sam Houston, Tex.



AIR-TO-AIR refueling with quick-change telescoping boom is demonstrated by new KC-97A, modified version of C-97



TODAY'S NAVY

Fightin'est Essex Rejoins Fleet After Extensive Alterations; Two Other Carriers Are Reactivated

Newly recommissioned after "modernization" at Bremerton naval shipyard, the 27,000-ton carrier *Essex* is ready to carry her colors as one of the "fightin'est" ships of World War II back into active service during the present time of crisis.

Out of commission in reserve for a period just short of four years, *Essex* has been undergoing extensive shipyard work to strengthen her flight deck and elevators for handling heavier planes.

Recommissioning ceremonies were scheduled for 15 Jan 1951. On the same date at Bremerton, *uss Bon Homme Richard* (CV 31) was also slated for reactivation. A third carrier of the *Essex* class, *uss Tarawa* (CV 40), was announced by the Navy as entering into the reactiva-

tion process at Norfolk Naval Shipyard.

During World War II *Essex* compiled a two-year battle record showing action in every Pacific engagement from Tarawa to Tokyo Bay. For 17 months of that time she cruised continuously in the combat zone, setting a record for carriers in that respect. Also to her credit is one of the longest periods of sustained combat on record—79 days, from 14 March to 1 June 1945 in support of the Okinawa campaign. Flying from her decks in this period, Air Group 83 tolled 6,460 sorties.

Commissioned on 31 Dec 1942, *Essex* and her air groups won the Presidential Unit Citation for operations beginning with the strike against Marcus Island on 31 Aug 1943 and ending against the Japanese homeland at the end of the war.

Bon Homme Richard was commissioned at New York on 26 Nov 1944. With a night air group on board, she specialized in night flight operations with Task Group 38 in the closing days of the Okinawa campaign and in strikes at Japan during the last two months of the war.

uss Tarawa is the newest of the three carriers being reactivated. Commissioned after the war in December 1945 at Norfolk naval shipyard, *Tarawa* joined Task Force 57 for Pacific war maneuvers in early 1947. She was taken out of commission and placed in the Atlantic Reserve Fleet.

← The Navy in Pictures

NAVY DIVER relaxes in salvage rescue suit which has shoes weighing 25 pounds a pair (top right). Top left: Pretty models hang onto their hats as they board USS Worcester (CL 144) for a fashion show. Left center: New Wave Marge Hunter gets a helpful hand with her just-issued duds. Lower left: Pensacola Cub Scouts look at picture taken of them as they toured NATTC Photographer's Mate School. Lower right: Horace Hudson, SH1, USN, gets a warm smile from his wife Ethel, 24, a victim of polio. The Navy whisked Hudson 6800 miles in 95 hours from his Philippine base so he could be with his wife.

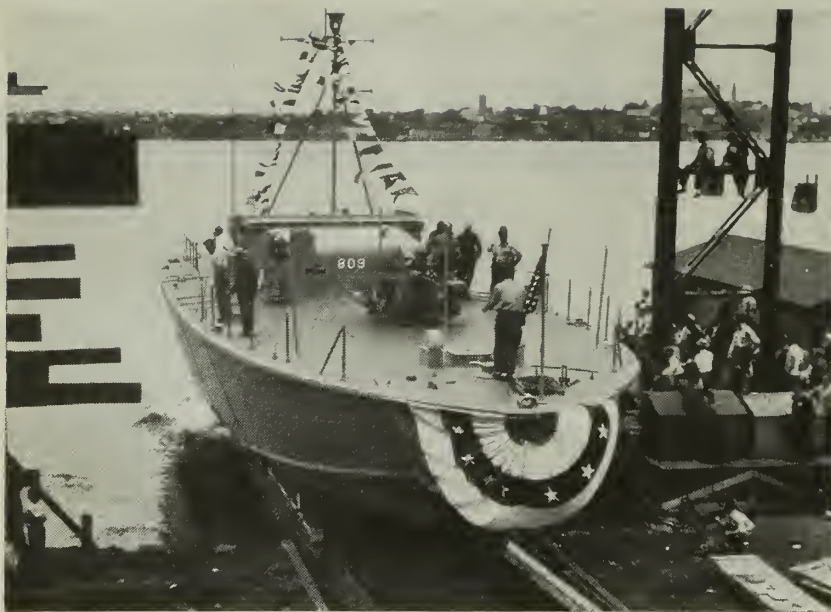
YESTERDAY'S NAVY



Congress, 3 Mar 1837 authorized first naval drydocks, one to be constructed at Norfolk the other at Boston. The Office of Naval Intelligence established by SecNav 23 Mar 1882. U S flag over Corregidor 2 Mar 1945.

MARCH 1951

SUN	MON	TUE	WED	THU	FRI	SAT
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LAUNCHING of the Navy's new motor torpedo boat takes place at Groton, Conn. New model packs more punch, is more seaworthy than predecessor.

New PT Boats Built

The first PT boat built since World War II is being placed in service at the Boston Naval Shipyard. The vessel is of partly welded and riveted aluminum construction.

The first of four new experimental PT boats, *uss PT 810* has an aluminum hull and is larger than World War II PT boats. Weighing some 75 tons, the vessel is slightly over 89 feet in length and has an extreme beam of 24 feet. The craft will be assigned to sea duty after fitting out is completed. She was built by the Bath Iron Works Corporation, Bath, Maine.

In addition to PT 810, three other aluminum-hull boats are being built at U.S. shipyards. Each boat will have a different hull design. After

tests of all four boats have been completed, the Department of the Navy will pick the boat with the best characteristics (or a combination of the best characteristics) and build prototypes of it.

Leyte Helps a Cause

Fighting the Korean war 10,000 miles away did not keep the men of *uss Leyte* (CV 32) from contributing to a worthwhile cause.

After a five-day drive conducted aboard ship, crew members sent a check for \$1,576.39 to ComFAir, Naval Air Station, Quonset Point, R. I., for the Community Chest campaign. *Leyte's* donation raised Quonset's total to \$5,598.64—an increase of 87% over the amount collected in 1949.

First Woman to Commission Ship

Women have long been favored in the role of ship christeners, splashing champagne over the bow, but Captain Joy B. Hancock, usn, Assistant to the Chief of Naval Personnel, is believed to be the first woman to commission a United States Navy vessel.

At Green Cove Springs Naval Base, Fla., Captain Hancock commissioned two attack transports, *uss Earle B. Hall* (APD 107) and *uss Basset* (APD 73), as part of the fifth anniversary ceremonies there.

The two ships had been part of the mothball fleet attached to the Florida Group of the Atlantic Reserve Fleet since the close of World War II.

Long Beach Shipyard to Open

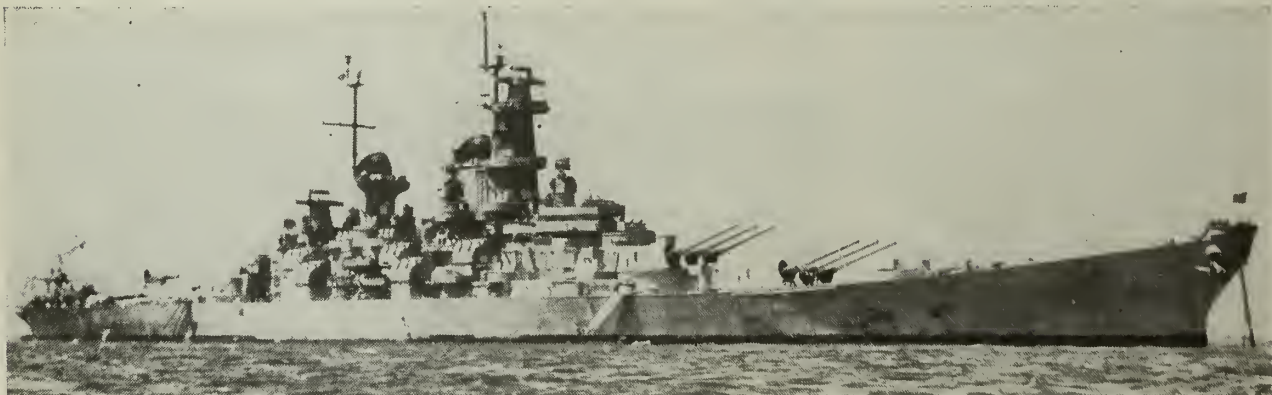
Closed for four and a half months, the Naval Shipyard, Long Beach, Calif., is scheduled to begin servicing ships of the expanding Pacific Fleet at an early date.

The shipyard is being readied for service by the Navy at "all orderly speed," according to a Navy Department announcement.

At the end of June 1950, the shipyard was placed in a custodian status and was closed completely on 24 Aug. 1950.

The shipyard was first commissioned on 25 Feb 1943 as the Naval Shipyard, Terminal Island. Prior to that time it had been operated as a civilian ship repair facility. The yard is equipped with three drydocks, all capable of handling cruisers and large auxiliary vessels. One of these drydocks is capable of handling battleships.

No shipbuilding was accomplished at the yard during World War II, it



USS WISCONSIN—Demothballing of famous battlewagon is underway. She will soon resume duty with the fleet.

concentrating on ship repairs and overhauls. At the peak of its war activity approximately 10,000 persons were employed at the shipyard. In 1948 the name of the activity was changed to Naval Shipyard, Long Beach, Calif.

Safety Trophy Established

The Joseph F. Ross, Jr., Safety Trophy—in memory of First Lieutenant Joseph F. Ross, Jr., USMCR, who was killed in an airplane crash on 4 Feb 1950—has been established by his parents.

The trophy will be awarded annually to the Organized Marine Air Reserve fighter squadron with the best safety record for the calendar year and will be retained by the winning squadron throughout the following year.

Judging will be based on a point system with 100 points signifying an accident-free year. Points will be deducted for each flying accident, the seriousness of the accident determining the number of points deducted.

In case of a tie, the squadron with the highest number of training hours per pilot will be the winner.

Lieutenant Ross received his Marine Corps Reserve commission in May 1943 and served as a fighter and photographic reconnaissance pilot in the Pacific during World War II. He received the Distinguished Flying Cross twice and the Air Medal with seven Gold Stars.



FORMER SHIPMATES aboard USS *Princeton* (CV 37) run a preliminary check on five-inch gun turret as reactivation of the big carrier begins at Bremerton.

Draper Retires After 55 Years

The man who remembers when Fleet Admiral Chester Nimitz, USN, was brought to BuPers by his father to check on his U.S. Naval Academy appointment—Leonard Draper—has retired after more than 54 years of continuous service with the Navy which spanned three wars—Spanish-American, World War I and World War II.

Mr. Draper began his work with the Bureau of Naval Personnel in 1896. At that time, BuPers' civilian staff numbered only 26. Head of the

Naval Academy Section since 1899, Mr. Draper is retiring because of illness.

He is the recipient of several letters of commendation from various Sec-Navs and has been awarded the Distinguished Civilian Service Award, highest civilian honor.

Sailor Elected to Legislature

Walter M. Acker, MM2, USNR, didn't need his own vote to get elected to the Indiana state legislature.

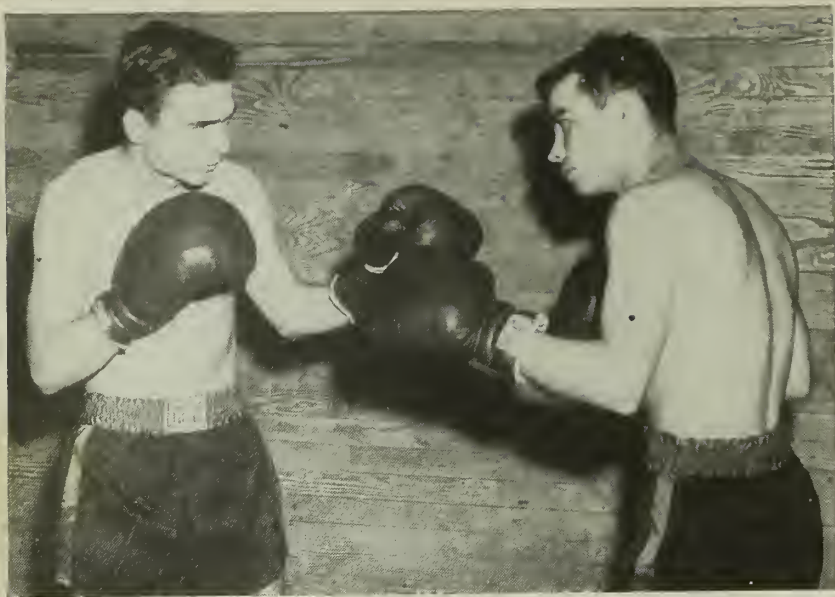
After winning the Branderburgh County primary just before being recalled to active duty, Acker turned his campaign management over to Lieutenant Commander Edward A. Mitchell, USNR, commanding officer of the Naval Reserve Training Center, Evansville, Ind. Sailor Acker—or "Senator" Acker, as his shipmates on USS *Mount Katmai* (AE 16) have been calling him—couldn't even vote for himself. His absentee ballot arrived too late.

All went well, however, and Acker has been relieved of his Navy duties—working on the ship's air conditioning, refrigeration system and auxiliary machinery—so that he can assume his new chores at the state capital.

Thirty-six-year-old Acker's election parallels that of Milo W. Sutton, SN, USNR, who was elected to the Kansas state legislature after being recalled to active duty. Sutton also has been released from active duty.



DUNKING awaits Howard Dyer, former ADC of Patrol Squadron Three, Jacksonville, Fla., as 'reward' for making warrant officer. Buddies gave him works.



TWIN THREATS—Identical twins Bobby Brogdon, HM3, left, and Billy, HN, right, both stationed at Medical Center, Bethesda, Md., are both ring veterans.

Double Trouble for Opponents

"The Battling Brogdons"—identical twins distinguishable chiefly by their rates—will be slugging their way through Navy fist events for another six years. They have just reenlisted.

Bobby Brogdon, HM3, USN, and Billy Brogdon, HN, USN, now attending the Naval Medical School in Bethesda, Md., won many Golden Gloves and Navy bouts as a fast-punching duo on the station team while they were serving at the naval hospital at Key West, Fla.

In the midst of a one-year course in laboratory technique at the school, the twin brothers signed on the dotted line for a maximum enlistment. This means six years of double trouble for future opponents.

Langley to Join French Navy

USS *Langley* (CVL 27) will be reactivated at the Philadelphia Naval Shipyard early this year for transfer to France under the Mutual Defense Assistance Program.

Commissioned on 31 Aug. 1943, all of *Langley's* battle action took place in the Pacific, beginning with air raids on Wotje in January 1944 and ending with the Okinawa invasion and strikes on Kyushu. Planes from *Langley* have shot down 119 enemy planes in the air and have destroyed more than 100 on the ground. During its combat duty, *Langley* sustained one bomb hit.

After returning to San Francisco, in May 1945, for repairs and modernization, *Langley* was enroute to the forward area when hostilities ceased. That summer it was used first as a training ship and later as a troop transport. It was slated for inactivation in the spring of 1946 and assigned to the Philadelphia Group, Atlantic Reserve Fleet.

Pistol Wizard Sets Records—With Either Hand

A Navy chief who made a poor record on his first try at pistol shooting now holds 44 sharpshooting awards.

Back in 1943, Robert S. Stringer, AKC, usn, made such a poor showing following instructions in small arms firing that he determined to really learn to shoot if it took him forever. Three years later he represented the Naval Air Technical Training Center, Jacksonville, Fla., in the National Pistol Matches and won first place in the .45-caliber rapid fire event.

Chief Stringer fires the .45-caliber left-handed and the .22-caliber right-handed. He has won 18 first place medals together with six second and 20 third place awards.

The father of two girls and a boy, the ambidexterous chief now spends his spare time teaching his son, Stephen, to fire, the .22-caliber pistol.

Lectures by Long Distance

Approximately 10,000 dentists in 46 states—a number of Navy dentists included—are being offered a series of lectures this winter through a unique telephone hookup.

Two groups of Navy dentists are "attending" the lectures, one group at NTC Great Lakes, Ill., and one at 11th Naval District Headquarters, San Diego, Calif. The monthly two-hour "broadcasts" are originating at the University of Illinois College of Dentistry. Current advancements in dentistry are discussed and lectured upon by six outstanding dental and medical specialists in each season.

Great Lakes dental officers are hearing the lectures from loudspeakers installed in the Dental Department auditorium. They are provided with an accompanying textbook distributed by the University of Illinois. The "party-line" program is a standard postgraduate course and carries academic credit.

Tokyo Has Unified EM Club

Newly modernized and reopened, a "unified" enlisted men's club in Tokyo is one of the favorite liberty spots in that city.

Enlisted personnel of the Army,



SURE SHOT Bob Stringer, AKC, the .45-caliber rapid fire national champ, with some of his 44 medals.

Navy and Air Force go to the Grant Heights Narimasu Club, in the Grant Heights area of Tokyo, for dining, dancing and other entertainment.

A modernization program culminated two years of effort to convert a surplus Japanese mess hall into a comfortable club with a dining room, large ballroom and refreshment area.

The project began in 1948 when enlisted personnel living in the Grant Heights area banded together with a determination to build their own club. They obtained permission to use the old Japanese mess hall and raised money, accumulating \$2,700.

After much work by the members and their wives, the club opened in September 1948. At that time, in recognition of the members' accomplishment, a \$10,000 grant was made for further development of the club.

A year later, the club was closed for alterations. Now it's open again, modernized and larger than ever before.

Pearl Harbor Baby Sitters

Navy wives and Red Cross nurses are making life easier for newcomers and transients at Pearl Harbor.

An "Aloha Club," formed by the Pearl Harbor CPO Wives Club, meets ships carrying Navy families and serves as "baby sitters"—enabling travel-weary mothers to take brief excursions, do some quick shopping or just relax a bit.

Mid-Pacific Headquarters of MSTs has made similar arrangements with the Honolulu Chapter of the American Red Cross. The baby sitting nurses are provided transportation to and from the ship by MSTs.

Shooting Seabee

Seabee V. E. Rutherford, UT1, USNR, is a man who can handle weapons as well as tools. Two days after being recalled to active duty Rutherford punched out the high score in an annual trophy match held by Volunteer Construction Battalion Unit 12-5.

The accurate-firing Seabee was presented with a trophy by Rear Admiral Joseph F. Jelly, CEC, USN, Chief of the Bureau of Yards and Docks. Each year this trophy is purchased at his own expense by Commander C. J. Sly, CEC, USNR, CO of Unit 12-5, and presented to the top marksman in his outfit.

SIDELINE STRATEGY

Around the Navy: Second Lieutenant Eddie LeBaron, USMC, passing wizard of the Quantico Marines gridironers, was named "Outstanding Service Player" by the Washington, D.C. Touchdown Club. . . .

The 11th Naval District's sports program for '51 covers organized competition in 15 sports.

. . . Camp Lejeune has opened a new \$800,000 field house, named in honor of Colonel Frank B. Goettge, all-time Marine football great. It seats over 4,000 spectators. . . . MCRD Parris Island's basketball team averaged 73 points per game during their first 17 games this season. . . . Five-foot-four Captain William R. Duncan, USMC, never allows his lack of height to bother him. Two inches too short to become a pilot, he became one anyway, is now one of the Corps' crack landing signal officers.

tion tournament to determine the unofficial All-Western Service Champion. If the fiery Pacific coast scraps of previous years is any criteria for judgment, this tourney should be something to see.

* * *

Norfolk Navy officials certainly know how to obtain maximum benefit from the white-hot rivalry existing between Naval Base-NAS Norfolk and the Amphibious Base, Little Creek.

For the second consecutive year the two gridiron squads clashed in a Red Feather Bowl contest. This year, 12,000 spectators streamed into the stadium to witness the event, most of them shelling out hard cash as they entered, although there was no admission fee. A sockful of cash—nearly \$3000—was collected and presented to the local Community Chest Fund.

* * *

Although there'll be no All-Navy basketball championship tournament this year, several big Navy hoop shows are scheduled to take place. Probably the most ambitious of these is the clash being planned by the 11th Naval District.

Com 11 has invited the 12th, 13th, and 17th Naval Districts and the Sixth Army and Western Defense Command to send their champion basketball teams to San Diego in March. These representative teams will participate in a double elimina-

When members of the Second Battalion, First Marines, stumbled back to a rear area after more than a week on the Korean front lines in sub-zero weather, they found an official memorandum in the mail. It read . . . "if more than 50 per cent officers were on the field at any one time, the offending team will be penalized."

It seemed the new regulation applied to the football field, not the battlefield.—Earl Smith, JOC, USN, ALL HANDS Sports Editor.



Latest Information on Overseas Living Conditions

YOU ARE here offered a new summary of information about foreign stations where dependents of naval personnel are likely to go. It's designed to give you an idea of housing and living conditions at these stations and to provide a basis on which to plan.

Authorities at each of these places were contacted within the past few months for assistance in bringing our information up to date. But conditions are always changing, and upon arrival you may find the situation somewhat different from the way it is described here. Changes are most likely to be noted in the fields of housing, food, medical care and education, and unless

travel to an area is halted, changes will frequently be in the form of improvements.

Because of the large number of localities covered, information could not be given here as fully as a traveler might desire. Upon actually preparing to go to an overseas station, a Navy family should obtain a copy of the BuPers pamphlet covering that station. Pamphlets are available for the locations mentioned here, but for no other locations. Requests for the pamphlets should be addressed to the Chief of Naval Personnel (Pers-G143), Navy Department, Washington 25, D. C.

Alaska

(Kodiak and Adak)

Climate—Kodiak's climate is comparable with the climate of Bremerton and Seattle in many respects. Lack of sufficient sunshine, particularly in winter, is the least desirable feature. From November through April the hours of darkness are long, and rain, snow and fog are plentiful. Because of rains and moderate daytime temperatures, snow does not accumulate to any great extent except in the mountains. Summers are short, but the countryside is very green during that time and flowers are profuse. Occasionally in winter, storms known as williwaws occur, with winds of 100 miles per hour or more. The average annual temperature range is zero to 80° Fahrenheit.

Adak doesn't get as cold or as warm as Kodiak, but the weather is worse. A strong cold wind blows almost constantly, and rain, snow and sleet are very common. While the wind may reach velocities of 100 miles an hour, such gales will be in the form of gusts. Storms are of short duration. There are occasional bright days when sun glasses are needed because of glare.

Housing—Government quarters for married enlisted men at Kodiak consist of 36 three-bedroom units, 33 two-bedroom units, 14 one-bedroom units and eight two-bedroom quonsets. A single priority list is maintained, based upon date of reporting. This is used strictly in assigning one and two-bedroom quarters, but a point system based upon pay grade and number of dependents is used for assignment of three-bedroom facilities.

Government family quarters for officers at Kodiak are 34 three-bedroom units, 24 two-bedroom units and four one-bedroom units. Thirty-one sets of quarters are assigned to personnel filling specific billets, but a priority list based upon date of reporting is maintained for the other one and two-bedroom apartments. Commanders and lieutenant commanders are given priority on this list. A point system is used for assignment of three-bedroom homes.

Although it is possible to obtain hous-

ing in the town of Kodiak, accommodations are limited, generally inadequate and expensive.

Until now, dependents' quarters in Adak have consisted mostly of quonsets, which, although a stop-gap form of housing, have been adequately furnished and comfortable. New permanent housing was nearing completion at the time this was written, and was expected to be ready at the beginning of this month.

Personnel ordered to duty in Alaska should ascertain whether quarters are available before sending dependents to Seattle. A long delay may be experienced before entry of dependents can be permitted.

Household Effects—Government quarters are equipped with furniture except for draperies, curtains, linens, silver, cooking utensils and chinaware. At Kodiak, a limited amount of some of these items can be obtained on a loan basis while dependents are awaiting arrival of belongings from Seattle. The average time between arrival of effects in Seattle and delivery in Kodiak is six to eight weeks.

Automobiles—An automobile isn't needed at Adak. However, you might have some use for one at Kodiak. The island has many roads which are usually passable, and an automobile might be desirable for driving to hunting and fishing areas. The maximum range of travel is approximately 40 miles.

Clothing—Take along all the foul-weather gear you have or think you could possibly need. Extra heavy clothing isn't necessary, but good waterproof medium-weight outdoor clothing is. If you are interested in hunting, fishing and winter outdoor sports, suitable clothing for these activities should be included. Children's outdoor play clothes are essential, and seem to wear out rapidly. Usual indoor clothing is satisfactory for wear in government quarters in Alaska, but "long-handled" underwear is desirable—especially for air travel to the area. The ladies will want some party dresses for on-station social events. Navy exchanges in these areas are usually stocked with blan-

kets and certain items of clothing suitable to the area. At the same time, it is well to come to the area with a good supply of clothing and to make arrangements for ordering by mail.

Food—Commissary facilities operate at both these locations, and adequate supplies of staple foods are maintained. All food must be shipped in, which means that most of the food is canned or frozen. Meat comes frozen, and there are often frozen vegetables. Fresh fruits and vegetables are available from time to time, depending upon shipping. There is some baby food, but if your baby requires a special diet, it might be best to send a supply ahead by parcel post. Fresh milk cannot be had, but children thrive on fresh frozen milk, powdered or canned milk, or processed milk which is available at the Navy exchanges. Fresh fish and other sea foods can be caught by the individual at the seashore.

Servants—Some part-time help can be obtained at Kodiak after working hours. The average charge is \$1.25 per hour.

Medical Care—Medical care for dependents is adequate at both Kodiak and Adak. Family dental needs should be taken care of before leaving home, as should necessary tonsillectomies and changes in eye glasses. In general, health conditions are excellent.

Education—Facilities for education are very good in both Kodiak and Adak. Kindergarten through four years of high school is offered at Kodiak, and first through 11th grades at Adak. Buildings are of the best; teachers are highly qualified. There is an assessment of \$5 per pupil per semester for grades one through 12 and \$20 per pupil per semester for kindergarten, at Kodiak.

Religion—All customary services are conducted at service chapels at the stations, and close liaison is maintained with civilian churches in Kodiak.

Recreation—Except for swimming, sailing and certain other warm-weather activities, opportunities for recreation are almost unlimited at Kodiak. Because the Aleutians are a game preserve, hunting is prohibited at Adak. How-

ever, there too, many opportunities for recreation exist. Movies, swimming, hobby shops, officers' and enlisted men's clubs and lounges, bingo games, gymnasiums and other facilities are open to all personnel, and to dependents.

General—Before proceeding to Alaska, dependents report to Personnel Transportation Officer, 13th Naval District Headquarters, Pier 91, Seattle, Wash. However, they should not do this, or even go to Seattle—unless they have a home there—until housing is ready in Alaska. When they do report to the personnel transportation officer, they must have identification, entry authorizations and immunization certificates. Dependents should not surrender their immunization certificates, but are required to have and show them.

American Samoa

Climate—Tropical, considered healthful for all ages, either sex. Normal temperature is 80°, average rainfall 177 inches annually.

Housing — Government quarters are available but, because of the housing shortage, quarters must be certified as assigned before dependents are allowed to come. A waiting list is now in effect. **Household effects**—Quarters have furniture, stoves, refrigeration. Bring linens, cooking utensils, dishes and small electrical appliances. Standard electrical equipment will function with current supplied but personnel should be able to make minor repairs because heat and moisture of tropical climate causes numerous breakdowns.

Automobiles — Navy transportation for autos not available. Cars are handy but not necessary. Parts are hard to get and the climate causes rapid deterioration. **Clothing**—Dependents need only washable summer clothing. Limited clothing may be bought at local stores. Officers should bring at least three white uniforms, evening clothes. Limited khakis available at local stores. Civilian clothing may be worn by naval personnel during off-duty hours. Laundry facilities are available—dry cleaning is not. Government quarters have "hot lockers" for protection of clothing.

Food — Very plentiful, not rationed. Good quality, fresh pasteurized milk available at about 26 cents per quart. Commissary, butcher shop and ship's store facilities are available.

Servants — House girls and cooks are available. Present wages for house girls (cleaning and laundry) — \$20 monthly. Full-time cooks average \$20 per month. Local girls can be trained as baby nurses.

Medical care—The Navy operates both a dispensary and a Samoan hospital. Regular check-ups are provided for naval dependents. A naval dentist is available for emergencies.

Education—There is a naval dependents' school with qualified teachers at the

elementary school level. Limited high school facilities available at Samoan High School.

Religion—Civilian priests of the Marist order conduct Roman Catholic services. Protestant services are led by a Navy chaplain. Sunday school available for children 3-15 years old.

Banking — United States currency is used exclusively. Bank of American Samoa is accredited.

Recreation—Facilities available for tennis, basketball, softball, volleyball, horseshoes, bowling. Saltwater swimming, hiking, picnics and outings are popular. Movies, library, EM club, CPO club and officers' club are available.

Argentina, Newfoundland

Climate—Summers are short and cool—the temperature rarely rises above 72°. Fog is prevalent during July and August in the coastal areas. The worst months are from January to April, when bitter squalls and short blizzards are frequent.

Housing—Limited quarters for dependents are assigned via a waiting list procedure. No arrangements should be made for moving dependents until permission from the CO and written assignment of quarters have been received.

Household effects—Quarters are equipped with furniture, electric stoves and

refrigerators. Bring your own blankets, linens and luxury items including lamps, lamp shades, curtains, dishes. Such articles are more expensive in Newfoundland. Voltage is 110/220 volts, 60 cycle, AC current. Short wave radios are recommended.

Automobiles—There is rigid control of government transportation, so bring your car if you can. Adequate, free bus service is available, however. Vehicles are shipped through the Naval Supply Center, Norfolk, Va. Gasoline and oil are purchased through the commissary. Repairs may be had after depositing the approximate cost with the Disbursing Officer. Since climate causes rust on chrome trim, it is not advisable to buy a new car specifically for use at Argentina. There are virtually no garage facilities.

Clothing—Medium weight clothing is suitable most of the year. Bring sturdy rain coats, galoshes, etc. Hats and umbrellas are impractical because of the high winds. Limited amounts of formal and summer clothing are desirable, especially for women. Bring along a good supply of shoes. Laundry and dry cleaning facilities are available.

Food — Commissary is stocked with staples. Frozen vegetables and fruits are usually available. Stocks of fresh food depend upon plane schedule and

What Dependents Should Take for the Voyage

As soon as government transportation is authorized, especially if travel is to be by MSTs transport, a new problem presents itself—what to take for your voyage. These paragraphs are included to help you solve that problem.

MSTs now operate some very comfortable modern ships. Thanks to refrigeration, a wide variety of excellent food, nicely served, is provided three times a day. Transports provide laundries equipped with modern washers, dryers, irons and ironing boards. However, if you have much ironing or pressing to do, a portable iron will be found useful for pressing in your stateroom. There is always a crowd waiting to use the ship's laundry facilities.

The ship's store will stock films in most standard sizes, standard brands of cigarettes, soap, soap flakes, tooth paste and many other items. A special formula room is operated on the ship for the benefit of mothers with small babies. However, if a child requires a special diet you should take along enough of the special food to last through the journey. Parents of young children will find baby harnesses extremely valuable. High chairs are provided.

On almost any transport voyage, sweaters for all members of the fam-

ily will be useful during some part of the trip. Slacks can be worn except at dinner. Rubbers or rubber-soled shoes are an important item; the decks may be wet much of the time. Some sort of snug head covering such as a scarf or hairnet is important for the women, since a strong breeze is to be expected.

If you're a bridge or canasta enthusiast, you should tuck away some cards, pencils and score pads in your stateroom luggage. Most passengers enjoy sunbathing in good weather, so sun oil, a bathing suit, dark glasses and a large towel or a "terry cloth" robe will be nice to have along. There are good play rooms provided for small children, and table tennis and shuffle board for people who want more strenuous exercise than a deck promenade.

You will find a small library available at certain hours of the day. There will be movies in the evening, and sometimes in the afternoon for the children. Religious services will be held on Sunday, and a chaplain will be available for consultation at all times.

Take along the essentials, but not many non-essentials. Cabins will be comfortable, but not spacious enough for spare gear. Bon voyage!

supply ships. Frozen or fresh milk, baby foods always available.

Servants—Maids are available for \$25 to \$35 per month. Since quarters usually do not have servants' accommodations, \$10 extra is required monthly to quarter them in the girl's dormitory. Trained cooks and housekeepers are rare.

Medical care—Routine medical care is available. No charge for outpatient treatment, examination and consultation for armed forces dependents but \$1.75 per day is charged for hospitalization or in-patient care at the dispensary. Dental facilities are limited and, since only emergency cases can be treated, dependents should have all necessary dental work done before leaving the States.

Education—There is a kindergarten for children aged 5 to 6 years. Elementary schooling through the eighth grade is available. Schools are based on the accredited system of U.S. schools and, currently, no tuition is being charged.

Religion—Chaplains conduct Protestant and Catholic services at the Navy chapel.

Banking—U.S. currency is used at Argentina. Pay can be had in cash or by check. An account in a stateside bank is convenient for purchasing items by mail from the U.S.

Recreation—The usual clubs for officers, enlisted men and civilians are available on the base. There is a motion picture theater, bowling alleys, gymnasium and indoor swimming pool. Trout and salmon fishing are popular—bring your own fishing gear. Sleds and other winter sports equipment are cheaper in the States.

Bermuda

Climate—Mild and healthful, but damp. Average humidity ranges from 79 to 85 per cent throughout the year. Summer weather begins in the latter part of April and continues till mid-October. During the winter months temperatures range between 56 and 68 degrees, with an occasional drop to the neighborhood of 45. Rain is rather frequent and considerable wind is to be expected in the winter months.

Housing—Public quarters are available on a limited basis, and are completely furnished except for drapes, linens, blankets, silver and kitchenware. (Two blankets are necessary through a good part of the year.) Electrical current both on and off the station is suitable for stateside electrical equipment and radios. Unless previously advised that specific quarters are available, men moving to the station must arrive before their families to make arrangements for renting houses off the station. Most houses off the station are rented furnished, but few are as adequately furnished as apartments in the States. Most desirable cottages rent from \$60 per

month and up, with utilities ranging from \$8 to \$16 per month in addition. Very few unfurnished cottages are available, and those that are do not have stoves and refrigerators. Dependents may not enter the area unless adequate housing is first obtained.

Household Effects—Linens, blankets, draperies, silverware and cooking utensils will have to be taken along, as will radios, pictures and certain other articles. As almost all homes are rented furnished, it isn't likely that you will need to take large, heavy items of furniture.

Automobiles—The government of Bermuda limits the size and horsepower of private automobiles, and the only American car that meets the specifications is the Crosley. As there are no Crosley agencies on the island, there are no spare parts for that make of car. English cars can be purchased in Bermuda for \$1,000 and up, with immediate delivery. Repair facilities for English cars are adequate but expensive. Bermuda laws prohibit the importation of used cars, and such cars cannot be licensed on the island. Naval personnel without cars depend upon Navy transportation and local public transportation, both adequate, and upon bicycles and motorbikes. Fuel for cars, bikes and boats can be purchased on the Naval Station.

Clothing—Dependents will need a good supply of washable summer clothing, and raincoats and light woolen suits or dresses for the cooler months. No extremely heavy clothing is needed. Clothing is expensive locally. Many of the parties given in Bermuda are formal, requiring long dinner or evening dresses for the ladies. A light evening wrap or summer-weight wrap will be needed with evening clothes during the cooler months.

Hats and gloves are not usually worn, except for church or very dressy occasions. Shorts are worn for bicycling, boating and the beach, but not commonly on the street. Bathing suits, good play clothes and play shoes are considered necessary by most people. They can be obtained locally, but are expensive. Cotton or rayon slacks are comfortable for cooler days. A lightweight raincoat is needed for sudden showers in summer.

For winter, take wool suits, flannel or woolen dresses, skirts and sweaters—the type and weight of clothes worn in the fall of the year in the U.S. Women wear bandannas, scarfs and turbans in winter, because of the wind. A topcoat or lined raincoat is "a must" for winter. Winter-weight slacks are very useful, particularly for home wear in off-station houses, which are usually unheated. Take good walking shoes, as the coral roads are rough on leather.

Food—Commissary privileges are available to all Navy and American civilian

personnel attached to the Naval Station. An adequate supply of meat, butter, and both fresh and frozen vegetables is available. Milk is shipped in from the States, and parents seldom have trouble in getting enough for their children.

Servants—Domestic help is plentiful and inexpensive by American standards. Maids can be hired for \$2 to \$2.50 per day, depending upon their duties.

Medical Care—A small sick bay is located on the Station, and is available to naval personnel and dependents. For other than out-patient treatment and emergency first aid, Navy dependents must travel to Kindley Air Force Base, approximately 20 miles away; an hour's drive by automobile.

There are no dental facilities on the station. Active-service personnel receive emergency dental treatment at Kindley Air Force Base. All personnel and their dependents should have a complete dental checkup before leaving the U.S. for Bermuda. Check on immunization required before going to Bermuda.

Education—As a rule, American children do not attend the public schools in Bermuda. Private school fees range from \$50 to \$150 per year, depending on the age and grade of the child, and the school attended. No educational facilities for college students exist. There is a nursery school on the Naval Station, with a monthly fee of \$10. Hamilton, Bermuda, has an excellent library.

Religion—Services are held in a small chapel on the Naval Station for Protestants and Catholics each Sunday. Sunday school is conducted for children up to 12 years of age. In addition, there are numerous churches of various denominations all over the island.

Banking—Available. The monetary unit is the pound sterling, worth approximately \$2.82. However, upon going to Bermuda, Americans should have all funds in U.S. currency—not English money.

Recreation—Year-round sports include fishing, golfing, tennis, badminton, hiking and bicycling. All of these can be engaged in aboard the station, except golf. However, there are two good golf courses within five miles of the station. Intramural sports are conducted in season, and during the summer swimming and sailing are very popular. Club facilities for all hands including civilian employees are available and adequate. Dining, dancing and similar entertainment off the base is good but expensive. Movies are shown at the outdoor theater in summer and in the auditorium in winter. Picturesque pastel-tinted white-roofed houses, besides many flowers and other items of local color, afford many opportunities for artists and color photographers.

Miscellaneous—Rainwater is virtually the only source of water supply on the

island, and it is necessary to use water sparingly at all times.

If you sew, take your own sewing aids and notions such as thread, seam binding, bias tape, pins, snaps, ribbons, patterns and similar things. Inexpensive cotton cloth is scarce, but more expensive materials are plentiful.

Small inexpensive items such as baby gifts, toys, gift wrappings and ribbons are hard to get.

Small apartment-size washing machines are helpful, especially for those with small children. Good laundry and dry cleaning facilities are available at the station laundry.

Canal Zone

Climate—The Panama Canal Zone is only 625 miles from the equator; the climate is tropical. The highest shade temperature ever recorded there is 98° F., and the lowest is 59. From the beginning of May till the latter portion of December the weather is rainy, with almost all the annual 300 inches of precipitation occurring during that time. January, February, March and April are the normal dry season months, and during that time a pleasant trade wind blows almost constantly. Humidity is very high in the rainy season. Evenings and nights are almost always relatively cool, and the climate in general would compare favorably with that of southeastern U. S. areas in the summer months.

Housing—Naval housing in the Canal Zone is limited and is a controlling factor in granting permission for dependents to enter the 15th Naval District. When naval quarters aren't available, occasionally temporary assignments can be secured—after arrival of the head of the family—for occupancy of Panama Canal quarters or housing in the cities of Panama or Colon. Rental rates for locally owned quarters in Panama City and Colon are high, and stoves and ice boxes are not included if such quarters are rented unfurnished. Quarters in the Republic of Panama must be certified by a medical officer before they can be rented by naval personnel.

Household Effects—Most government quarters are adequately furnished with special tropical furniture. Assigned furniture cannot be removed to accommodate the occupants' personal furniture. For this reason, and because of deterioration of most state-side furniture when used in the tropics, such items—chairs, studio couches, large expensive musical instruments and similar items—should not be taken. However, the following things should be taken along: bed linens and table linens, pots, pans and kitchen equipment, silverware, chinaware, table lamps and floor lamps, and pictures and other wall decorations. The most essential things should be taken as "hold baggage," if possible. Electricity is

25-cycle, which is all right for heat-generating appliances and vibrator-type razors, but not suitable for electrical appliances containing motors or transformers not designed for it.

Automobiles—A personal car is a distinct advantage in Panama and the Canal Zone. It should be in good condition if one wants to avoid excessive expense for upkeep. Climatic conditions are rough on automobiles; paint should be in good condition and a job of "undercoating" will pay for itself. Gas is cheaper than in the U. S. Both Canal Zone and R de P license plates are required, but are not at all expensive. Passport-type photos are required for obtaining operator's permits, and about a dozen such pictures should be taken along.

Clothing—Clothing suitable for mid-summer wear in the States is the type needed in the Canal Zone. Washable clothing is generally found to be the most practical, since dry cleaning is rather costly and not always of the best. Clothing for men, women and children is available at reasonable cost in the Canal Zone commissaries and in the service exchanges. Wider selections are available in stores in Panama City and Colon, but prices are higher. Gloves, hats and stockings are often omitted in female attire. In general, dress is informal. For men, suits of tropical worsted, Palm Beach, linen and seersucker are popular for off-duty wear. All uniforms worn will be of summer types—khakis, whites and, for some tasks, dungarees. Dependents' shoes are limited in styles and sizes at the commissaries. It is desirable to bring a supply from the U. S. and to make arrangements for ordering replacements by mail.

Food—Commissaries in the various Canal Zone communities carry most customary foodstuffs, including cold storage products, meats, fruits, vegetables, and quick-frozen fresh items. There is some lack of variety in fresh vegetables and fruits. Fresh milk is sold, but is rationed to small children and the sick and convalescent when in short supply. Powdered, evaporated and condensed milk and all common baby foods are plentiful.

Servants—Domestic servants are available in the Canal Zone at wages of \$35 to \$45 per month. They may also be engaged on a daily basis, with salary at approximately \$2.50 per day. The supply is plentiful, but largely unskilled. Most servants are English-speaking Jamaicans, or Latins who speak Spanish and some English.

Medical Care—Gorgas Hospital and Colon Hospital are both fully equipped medical establishments with expert staffs capable of rendering all medical and surgical service. As a result of constant vigilance maintained by U. S. health authorities, the Canal Zone is

almost entirely free from disease. Health conditions are excellent.

Education—Excellent educational facilities are provided from kindergarten through junior college. Graduates of the two high schools have college entrance qualifications. The curriculum of the junior college is comparable to that of junior colleges in the U. S. The school term begins in the first week of September and ends in the first week of June.

Religion—Facilities for religious activities are plentiful. Service personnel and dependents may attend services at chapels at Navy, Army and Air Force activities, or at churches of the various denominations in the Canal Zone.

Banking—U. S. currency is used, and banking facilities are on a par with those in the States.

Recreation—Swimming, golf, tennis and fishing are year-round sports, with the Bay of Panama providing some of the best game fishing in the world. Baseball, basketball, softball, bowling, track and range shooting are popular, as is riding and hunting. Trips to neighboring regions can be made by automobile, plane or boat. Officers' clubs are located at most of the service installations, with enlisted men's clubs operated at the larger ones.

Germany

Climate—Germany's climate is similar to that of the U. S. North Atlantic states, especially New York and New Jersey, but doesn't have the occasional intense heat. Weather in the Bremerhaven area tends toward dampness, rain and fog.

Housing—There is usually a waiting list extending from two to twelve weeks, depending upon grade of quarters desired, size of family and the local turnover of personnel. Personnel are quartered in temporary billets during the waiting period, and should come prepared to live in hotel room accommodations for this period.

Three "grades" of quarters are provided, depending upon rank or rating, besides houses for captains and flag officers. They are as follows: Enlisted grade for CPOs and first and second class POs, company grade for warrant officers, chief warrant officers, ensigns, lieutenants (junior grade) and lieutenants; and field grade for lieutenant commanders and commanders. Enlisted grade quarters are usually small apartments, but may be a house in the case of a large family. Company grade quarters are usually apartments, but may be a house. Field grade usually means a house, but may be an apartment. Houses for captains and flag officers are handled through the local Army or Air Force headquarters.

Rental allowances are checked when quarters are provided.

Household Effects—All houses are fur-

nished with enough furniture and equipment "to get by on." Some of this is of German origin and some is supplied by the Army Quartermaster Corps. Furnishings in general sometimes fail to come up to American standards. Refrigerator and stove are provided, as is chinaware, silver and glassware. Stoves are usually electric, with three or four burners. It is advisable to take along such items as a pressure cooker, coffee-making gear, and pots, pans, broilers, kitchen knives and spoons, and similar utensils.

Very little household equipment is available at post exchanges. Some can be purchased in the German market, but is often rather expensive. There is always room for favorite items of furniture, and for knickknacks that will dress up the home. Children's items such as carriages, play pens and strollers should be taken along if needed.

Household effects shipped on your orders from the States should be addressed to yourself, c/o Supply Officer, U. S. Naval Advanced Base, Bremerhaven, Germany. All household effects and automobiles come through Bremerhaven, and there is an interval of up to three months before household effects arrive.

Automobiles—A car is desirable. Repairs and parts are available through the Army European Exchange Service for most makes of cars. Gasoline costs only 13 cents per gallon, or a trifle more. Certain registration and insurance requirements must be met. Small foreign cars may be purchased in Germany. Bring along your children's bicycles. If you have children but no bicycles, they (the bicycles) can be purchased locally if desired.

Clothing—Naval personnel usually wear blues, but khaki is optional during the summer months. Whites are rarely worn. Civilian clothing is not worn in Germany but may be worn on leave in other countries. Bring plenty of clothing for dependents. Stocks of clothing in post exchanges are limited, and do not compare with those of good clothing stores in the States. Wives may want a few dinner or evening dresses; all dependents should take an adequate supply of shoes. The normal tour of duty is two years, and clothing supplies should be based on that time. Nylon stockings are available at post exchanges.

Food—Army commissaries are the source of most food, although many fresh items are now available in the German market. Prices are approximately the same as at home, but the variety is not as great. Prepared baby foods are carried, and fresh milk, eggs and butter are imported from Denmark and Holland. Some fruit comes from Italy in season.

Servants—One servant is furnished each family at no additional cost. Extra

servants are available at wages ranging from \$25.00 to \$80.00 per month, depending upon hours and classification. **Medical Care**—Army facilities are used for dependents' medical care. A naval medical officer is available only at Bremerhaven. Medical care and hospital facilities are limited, but modern obstetrical care is furnished. Dependents with chronic illnesses should not go to Germany. Health conditions in Germany are good.

Infants on commercial formulas should be changed to canned milk formulas before leaving the States. Dental care for dependents is limited to emergency work. Necessary work should be done before dependents leave the U. S.

Education—Schools for dependents are provided in all communities where American personnel are stationed. American teachers cover all grades from kindergarten through high school. Dependents going to college will probably do better in American colleges, with a visit to Europe in the summer, unless taking courses in which European schools specialize.

Religion—Services are held for congregations of all faiths, by service chaplains.

Banking—The Chase National Bank has several branches in Germany, and the American Express Company has offices in each American community. Personal checks are difficult to cash, but may be cashed, for a small fee, at American Express offices. A checking account in the U. S. is useful for handling bills at home.

Military payment certificates, commonly called "script," are used instead of U. S. currency. German currency is the deutsche mark, and the rate of exchange is 4.20 to the dollar.

Recreation—Special service clubs have dances, snack bars, photographic dark rooms, hobby shops, libraries, music rooms and bowling alleys—all of which are open to dependents.

Officers' and enlisted men's clubs offer good social programs. Tours are conducted by Special Services and the American Express Company to places of interest, both in and out of Germany. All of western Europe may be visited by automobile if one complies with the various national regulations.

Special Services presents movies everywhere, as well as sports programs. Golf and tennis courts are available in some areas, though not in all. A few swimming pools are available for Americans. Hunting and fishing are good. Post exchanges have almost all kinds of fishing gear on hand. Sail boats may be rented at certain points.

Greece

Climate—The climate of Greece is temperate. Summers are long and hot, and winters are damp and cold. Many

people consider the year-around weather much the same as that of Washington, D. C., except that summers are longer and drier. Salonika, in Macedonia, is much cooler than the rest of Greece.

Housing—Civilian apartments or houses constitute the only possibility for rental housing, and they are scarce and expensive. Although houses in the suburbs are occasionally available for less, most five-room houses or apartments rent for at least \$300 per month, sparsely furnished. Rent for six to 12 months is often required in advance. Utilities are extra. Hotel facilities, when available, are suitable only for short periods, because of the high cost. It is expected that new construction being conducted under ECA will relieve the congestion to some extent.

Household Effects—Most houses and apartments come furnished, but not as completely furnished as Americans would desire. They are without electrical appliances, refrigerators and washing machines. Beds, springs, mattresses and pillows seem uncomfortable to us, and you will probably want to take your own along. Most items can be purchased locally, but are expensive. Electricity is 220-volt, 50-cycle AC. Ordinary electric clocks won't work on it, and you should take along transformers for other equipment unless it is wired for 220 volts.

Automobiles—Private automobiles are definitely recommended, due to distances, and shortage of local transportation. Cars should be in good condition, preferably new. Parts are scarce and repairs are expensive. Four-door sedans are best, for convenience of taking riders. Roads are poor, but are being improved under ECA.

Clothing—Naval personnel wear blues, November through March, and khakis and whites in the summer. Civilian clothes are worn off duty. Take a good supply of clothing for your dependents. Although clothing can be purchased locally, it's expensive, and often not of as high a quality as one might desire. Women wear evening, cocktail or dinner dresses at most social affairs, with the men wearing business suits or uniforms. Everyone should have a warm coat for winter.

Food—Local food isn't plentiful, except for green groceries in season, and fish. All food is expensive. The Army-run commissary, snack bar and post exchange supply most basic needs, but some items taken for granted in the States will be absent. There is no regular fresh milk, but fresh frozen whole milk and condensed or powdered milk can be obtained. Baby food has been limited in variety. Meat has to be imported. Fresh Greek fruits and vegetables are good, when obtainable. Water is scarce, except in the suburbs north of Athens.

Servants—Available, at wages from

350,000 to 800,000 drachmae per month (approximately \$24 to \$55). Few servants can speak English, but they are cooperative in attempting to understand instructions. Employers must provide maids with uniforms and shoes for working in the house, and additional clothing for off-duty hours. There are complex local customs and requirements regarding employment of servants. A booklet entitled, "The Athens Story," put out by the American Embassy in Athens is very informative on this point as well as in many other respects. All Americans going to Greece to live for any length of time should obtain a copy if possible.

Medical Care—A dispensary staffed by U. S. Navy personnel operates in Athens. Arrangements for beds and treatment in an excellent local hospital with American equipment and doctors can be made through the Naval Mission. Any special dental work needed should be done before going to Greece.

Education—The American Parents Association is now operating schools for all elementary and secondary grades—kindergarten through high school. The teacher-student ratio is very good, being approximately one to 10, as compared to an average of one to 35 in the States. The primary school, consisting of kindergarten through eighth grade, is located in two buildings, in Psychiko, a suburb of Athens, approximately 15 minutes' travel from the center of the city. The secondary school, including the complete four years of high school, is located in two buildings in the heart of the city. A standard curriculum followed by schools in the U. S. is offered, and school busses provide adequate transportation.

Religion—A non-sectarian church and churches in the Greek Orthodox, the English Anglican and the Roman Catholic denominations exist in Athens. There is also a Jewish Synagogue.

Banking—There are Greek and British banks, but a "stateside" checking account is desirable—especially for buying merchandise by mail. Travelers' checks can be purchased at the American Express Company for a slight service charge. That company also performs certain other personal exchange services. The unit of exchange is the drachma, but the gold pound is used in certain transactions. Military script is used in the APO, the commissary, the PX and the snack bar.

Recreation—Historical sightseeing is a "must," of course. Bathing, boating, picnicing, tennis and other such amusements are available in summer. There are movies (in English, but not always new), basketball, softball, soccer, concerts and the opera. Opportunities for recreation are ample.

General—As everywhere abroad, Americans should be careful to observe local customs and taboos. For instance,

women never wear shorts or other brief attire on the streets in Greece. All ostentation or presumptuous conduct should be avoided.

Guam and Saipan

Climate—Both Guam and Saipan are tropical, with temperatures averaging in the low 80s, high humidity. Refreshing sea breezes help make the climate more healthful, and blankets are needed on cool nights. There are heavy rainfalls during the summer months and an occasional typhoon strikes. The typhoons are infrequent but usually cause considerable damage. There are also mild earth tremors.

Housing—Most quarters in the Marianas are of the quonset variety but permanent housing units are available on Guam. Refrigerators and stoves are usually furnished.

Household effects — Basic furniture is usually provided but innerspring and boxspring mattresses are rarities. Bring kitchen utensils, expendable linens, everyday dishes, electrical appliances. Decorative Knick-Knacks are desirable. Because of the shipping distance, the climate and tropical pests, valuable furnishings should not be brought to the Marianas.

Automobiles—Take a car along, if you can, but make advance arrangements for its shipment as early as possible. Bring a supply of basic parts such as fan belts, light bulb, coils, etc., along with a manufacturer's parts catalog and a wiring diagram.

Clothing — Bring plenty of washable summer clothing, sturdy shoes, swim and sportswear. Better arrange to have additional items mailed from the States. Khakis are the order of the day, whites being worn only for formal functions. Raincoats should be included in everyone's wardrobe. Laundry facilities are available on both Guam and Saipan. No dry cleaning at Saipan yet.

Food — Adequate food is available at commissaries. Some local items and certain delicacies are available at Guamanian stores. No local meat, but seafood is generally abundant. Only frozen, canned or powdered milk is available. There are limited supplies of baby food. Reefer ships bring fresh fruit and vegetables about every three weeks.

Servants—Average wage is \$30 monthly. Servants are of average efficiency.

Medical care—The U. S. Naval Hospital and dispensaries at each command provide excellent medical care. Persons going to Guam must have tetanus and typhoid inoculations not more than six months before leaving the States.

Education—No Navy dependents' school at Saipan, but the Calvert school home instruction courses are available. Elementary and high schools on Guam are comparable to those in the States.

Religion — Chaplains conduct services regularly in all faiths. Special services are held on religious and appropriate national holidays.

Banking — Facilities available on both Guam and Saipan. U. S. currency is used.

Recreation — There are excellent opportunities for swimming, sailing, fishing. Coral hampers beach bathing somewhat. Facilities for all but winter sports are provided, several organized "leagues" exist. The usual clubs, libraries and movies are available. In addition, tours to nearby points of interest are available to personnel and their dependents.

Hawaii

Climate—The climate of Hawaii is considered by many world travelers to be the best on earth. The average temperature ranges from 70° in the winter months to 78° in August. Fresh winds blow steadily nearly all the year and Honolulu is cooler than most stateside cities are in the summer. The air is usually dry and invigorating, and billowing white clouds create shadows which alternate with bright sunshine.

Housing—There is an acute shortage of Navy housing on the island of Oahu, and the entry of dependents is restricted until the command to which the officer or enlisted man is reporting certifies that government housing is available or that the officer has obtained private housing adequate to his needs. Private housing and local hotel accommodations are expensive and difficult to obtain. Unless government housing is immediately available, which is very unlikely, all personnel should leave their dependents in the States until they are able to obtain local housing in Hawaii within their means. Local rentals are at least \$85 per month.

On 1 Oct 1950, the waiting list for officer-type government housing required a wait of four to six months. The waiting period for enlisted government housing was six to eight months. These waiting periods are expected to increase rather than to decrease.

The types of quarters available are "public quarters" (furnished), "interim public quarters" (also furnished), and rental quarters (unfurnished except for refrigerator, stove and hot water heater). Senior officers are generally assigned public quarters. Other officers, and warrant officers and civilians, are usually assigned to rental quarters. Enlisted men may obtain either rental quarters or interim public quarters.

Household Effects—It's wise to determine in advance whether your quarters are to be furnished or unfurnished. If they're to be furnished you'll still want to take along linens, lamps, curtains, and many other non-basic items. If they're to be unfurnished, you should take almost everything except stove

and refrigerator. If possible, household furniture should be shipped from the States rather than purchased locally, "ashore."

Automobiles—Bus and taxi service is generally available, and is adequate on well traveled routes. Bus service in Honolulu is comparable to facilities in mainland cities but is somewhat overcrowded. Transportation to and from naval stations is sometimes inadequate, and an automobile is a great help to the Navy families in Hawaii.

Shipment may be made in Navy vessels on a space-available basis. If you drive your car to San Francisco for shipment, it should be left at the Naval Supply Depot, Oakland. The Port Director, San Francisco, must be notified, and a \$10 handling charge is required.

Clothing—Except for lightweight sweaters, raincoats or light topcoats, only lightweight clothing need be taken. Mainland spring and summer apparel is worn throughout the year. Clothing is less formal than in the States, and sports clothes, playsuits and shorts are popular for leisure wear. Cotton dresses are popular and swim suits are a "must." All replacements can be purchased ashore or at the service exchanges. Prices are but slightly higher in the local stores than in those at home. Women seldom wear hats or gloves. Laundry service and dry cleaning are available.

Food—There is normally a plentiful supply of all kinds of food for the entire family. Fresh milk is available. Fresh vegetables are sometimes scarce, but they're supplemented by fresh frozen fruits and vegetables. Commissary stores are conveniently located. Prices at the commissaries are reasonable. The varieties at the commissaries compare

favorably with those found in mainland markets, and certain fresh fruits are in special abundance.

Servants—Difficult to obtain, and they demand high wages.

Medical Care—Routine medical care and hospitalization are available at the Tripler General Hospital, Oahu, for eligible dependents, at the standard rates established for all naval hospitals. In addition, emergency medical care and certain inoculations can be obtained at all dispensaries at naval activities there. Civilian physicians, hospital facilities and clinics are available also on Oahu.

Existing dental troubles should be remedied before proceeding to Hawaii. Navy dental care for dependents is available only in urgent cases. There are civilian dentists in the area, but a long wait for a dental appointment is usually required.

Education—Schools available to Navy dependents meet all state-side standards. Elementary and high schools are within easy reach of all naval stations, and kindergarten and nursery facilities exist at most. The University of Hawaii in Honolulu offers excellent opportunities for higher education.

Religion—Protestant, Catholic and Jewish services are held in Navy housing areas, and Honolulu churches conduct services for nearly all denominations.

Banking—Adequate banking facilities are available. The services rendered compare very favorably with those of mainland banks. Branches of the two large Honolulu banks are maintained near the Pearl Harbor Naval Shipyard.

Recreation—Hawaii is one of the most popular recreation areas in the world. All the recreational opportunities offered

to tourists are available to Navy families living in the area. Water sports are the most popular type of spare-time activity in the Islands, and there are beaches near all stations. Golf, tennis, horseback riding, deep-sea fishing, sailing and bowling are popular and easily available. There are many movie theaters, and excellent service clubs for dining and dancing. However, public night clubs are expensive.

Craft shops and a general library are open to Navy dependents, as is a large athletic arena featuring spectator events such as movies, basketball, boxing, and other sports.

General—Secondhand furniture can often be purchased from service families who are leaving Hawaii. Local transportation facilities are augmented in many cases by armed forces busses, especially as regards transportation of school children.

Yokosuka, Japan

Climate—With a climate similar to Washington, D. C., and Virginia, Yokosuka is hot and humid in summer, clear and cold in winter. Wettest months are in summer and fall.

Housing—Houses and apartments, comparable to average low-cost housing in the States, are provided. Because of the housing shortage on Yokosuka Naval Base, a priority system is used in assigning the four bedroom single units, two and three bedroom duplexes and quadruplexes, one, two and three bedroom apartments and two and three bedroom modified quonsets.

Household effects—Houses and apartments are partially furnished. Steam heat and hot water furnished. Stoves and refrigerators are provided. Bring your favorite electrical appliances but be sure they operate at 100 volts, 50 cycle. Double-check your electric clock, lest it lose 10 minutes per hour.

Clothing—Bring plenty of both summer and winter clothing, including rain gear, galoshes, etc. Heavy overcoats, light summer cottons and ski suits will be needed for children. Army super-PXs supply most needs. Dry cleaning and laundry facilities are available.

Automobiles—Private cars may be shipped and are recommended even though streets are narrow and rough. Japanese trains are fair and cheap to naval dependents.

Food—Commissary stores offer a limited supply of foods and similar needs. Frozen, powdered and recombined milks are available.

Servants—Average family has two servants—a houseboy or girl. Japanese government furnishes one houseboy or girl—the dependent pays the additional servant.

Medical care—Adequate medical and hospital care are provided but any special medicines needed regularly should be brought. Dental treatment is avail-

HOW DID IT START

Ship's Company

Exactly when and where ship's company, referring to all hands in a vessel, had its beginning is somewhat vague. However, as early as 1558 we find Mary Tudor,

Queen of England (1553-1558) using the expression "company of your ship," meaning ship's company and connoting companionship.

In that year, the queen published regulations for the conduct of a newly assembled fleet. Included in these regulations was the directive that "the captain ought to comfort his men at the time of boarding and put his things in order for same. Before you deal with your enemies, ye shall call before you the officers and company of your ship, not only to encourage them in words of comfort, but likewise to know and also feel it yourself, the state and readiness of your things, which may serve for the annoying of the enemy and defending of yourself, which being cared for in time, do make the victory, by God's help, the more certain."



able only in extreme emergencies. Each dependent must have a certificate of satisfactory dental condition.

Education—An American elementary school is available on the base. High school students must commute to Yokohama. No Japanese schools are available.

Religion—Chaplains conduct Protestant and Catholic services.

Banking—Banking facilities available at present in Tokyo and Yokohama. U. S. currency is not used but may be converted by a disbursing officer at the current exchange rate of 360 yen to one dollar.

Recreation—Golf, tennis, swimming and skiing facilities are available. There are a number of service clubs, movies and libraries and several resorts are available through the Army. Amateur photographers should have a field day with Japan's scenic beauties. Be sure to bring your own sportswear and equipment.

Guantanamo Bay, Cuba

Climate—"Semi-tropical" is the word for Guantanamo Bay's climate. Temperature varies from 62° to 85° in winter and from 72° to 92° in summer. There are two short rainy seasons — one in October and November and one in April and May. Rain storms are sudden, heavy and brief. Unlike many tropical areas, there are no prolonged periods of high humidity.

Housing—Although considerable housing for naval personnel and their families exists on the station, the supply does not meet the demand. Therefore, transportation for dependents to Guantanamo Bay cannot be obtained until Commander, NOB Guantanamo Bay, certifies that adequate housing is available. Existing quarters vary from three-bedroom houses with two baths to quonset huts with two bedrooms, kitchen and combination living-dining room. Living conditions in the two towns without commuting distance are generally below acceptable American standards.

Household effects—All quarters have essential furniture, including stoves and refrigerators. Bring linens, blankets, kitchen utensils, electric iron, washing machine, radio (standard broadcast and short wave combination is best) and any other desired item for decorating and comfort. If you prefer, you may bring and use your own furniture. Electric current is 110 volts, 60 cycle—same as in the States.

Automobiles—CPOs and first and second class POs can ship their cars to Gitmo at government expense. Families will appreciate having cars there. Automobiles should be in good condition because only minor parts are available on the base and they are often hard to get.

Clothing—Bring cotton and rayon washable summer clothes for everyday wear, lightweight woolen dresses or suits for cool evenings. Evening clothes are

optional but are worn at most dances and social affairs. Very little clothing can be bought locally, but the base has two sewing shops. Materials and sewing needs can be purchased and competent seamstresses are available. Military personnel cannot wear civilian clothes except when engaged in recreation. Ordinarily, the uniform for officers and CPOs consists of khakis without coats. Whites are worn for church services and formal occasions. Laundry and dry cleaning are available.

Food—Commissary is well-stocked with plain foods, baby foods and some household and personal items. Frozen fresh milk can be had. Some safe fruit and vegetables are available locally and, occasionally, some seafood. Fresh fruit and vegetables and frozen foods from the States are usually on hand.

Servants—Available but not always the most efficient. Maximum pay—\$35 per month.

Medical care—Good medical facilities are at hand. The hospital has two wards, an air-conditioned delivery room, an incubator and a nursery with cribs. Since only extreme dental emergencies can be handled on the base and the nearest civilian dentist is at Santiago — seven hours away by boat and train—dependents must have their teeth in first-class condition before coming to Gitmo.

Education—All grades from kindergarten through senior high school are covered by the NOB school. Books are furnished. Tuition averages \$5 per month for a nine-month term. The school is well equipped and staffed with competent teachers and, at last report, was in the process of being accredited.

Religion—Protestant services are conducted at 1100 and 1900 on Sundays, in the base chapel. Sunday school is at 0930, in the schoolhouse. Catholic masses are held each morning and three times on Sunday. Jewish services are also held.

Banking—U. S. currency is used exclusively. There are no banking facilities but checks may be cashed at the ship's service stores and the post exchange.

Recreation—Swimming, tennis, badminton, sailing, boating, fishing, hiking, golf, bowling, horseback riding, skeet shooting, dancing and nightly open-air movies are available. Athletic equipment such as tennis racket, golf clubs and sail boats are available for naval personnel and their families on the base. Horses may be rented at \$1 an hour or \$15 per month. Bring suitable clothing for engaging in outdoor sports.

Kwajalein (Marshall Islands)

Climate—This island's climate is of the type usually found in the central Pacific —tropical, but tempered by trade winds through most of the year. Rainfall is

rather heavy, averaging a little more than 100 inches a year. The weather is not unpleasant, as a rule.

Housing—All structures used for quarters are of temporary wood construction. The housing is not elaborate, but is considered adequate. Quarters are not normally furnished with window curtains or draperies. If these are desired, they should be of non-absorbent materials because of the high humidity.

Household Effects—All quarters are equipped with essential items of furniture. Ordinarily, personal furniture should not be shipped to this station. High humidity is rough on items such as pianos, sewing machines and cabinet radios. Cooking utensils, including pie and cake tins, should be brought along. Your standard state-side electrical appliances will work on Kwajalein current, but must be kept in a hot locker while not in use. Laundry service is available; sewing machines can be obtained on a loan basis.

Automobiles—Private automobiles are not needed and are not authorized.

Clothing—Only lightweight clothing is necessary. Shorts are popular for daytime wear by everyone. Shorts with a short-sleeved khaki shirt is an optional uniform of the day for men. An adequate supply of khaki uniform clothing is available in the station small stores. Each member of the family should have a lightweight raincoat. Cotton print dresses are recommended for the women and girls, and cotton print sun suits for the small children. Wives may want to include a couple of evening dresses, including one cotton formal. Because of rust particles in the water, white clothing is difficult to launder satisfactorily at this station. Clothing and shoes are not normally stocked, and all dependents should bring enough of these for a year's use. Mail order service takes up to six weeks. Inspection in whites is held once each month for service personnel. Sports shirts may be worn with civilian clothing after working hours. Enlisted personnel may wear sport shirts with uniform white trousers.

Food—A commissary store is operating, and contains a fair stock of necessary foods. Fresh fruit and vegetables are scarce, and fresh milk cannot be obtained. Frozen fresh milk and canned milk are both available, however. Fresh and canned meat can be purchased in adequate amounts but in limited variety.

Servants—Some native domestics can be hired at an average monthly wage of \$40.00. The Marshallese do not cook for employers, but are reasonably efficient in many other household tasks.

Medical Care—The medical department of this station compares favorably with any continental U.S. Navy medical facility. Surgical and obstetrical services as well as all other usual medical services are rendered. If you wear glasses, you should take your prescription with you.

If your glasses are really essential, it might be well to take an extra pair with you. While dental service is of a high caliber, it is limited in availability for dependents. All dental deficiencies should be corrected before leaving the U.S. Emergency treatment is available to all service personnel and their dependents.

Education—Elementary school grades one through eight are conducted by qualified teachers employed by the Navy. The Calvert system of home study is recommended for higher grades. A nursery school for small children is operated.

Religion—The Island Memorial Chapel at Kwajalein is one of the most striking ecclesiastical structures west of Honolulu. Services, including Sunday school, are conducted regularly for most faiths. There are two choirs for mixed voices.

Banking—There are no banking facilities. Money orders may be purchased at the post office. U.S. currency is used exclusively.

Recreation—The normal tour of duty on Kwajalein at present is one year. All personnel proceeding to that island should bring along any material or equipment they might require for self-entertainment or the pursuit of hobbies. One good hobby is shell collecting, for which a shell identification book should be brought. Fishing, sailing, hobby shop, clubs, movies (outdoor), photo lab, volley ball, tennis, basketball, softball, baseball, and picnic trips to other islands are all available.

London (United Kingdom)

Climate—Summers are mild and rather brief in London. Winters are long, cold and wet, with much fog. There are no great extremes in temperature, but the climate in general is rigorous. Daylight hours are very short in winter.

Housing—This is the most serious of all problems that the newcomer in the United Kingdom meets. Satisfactory housing is very expensive and limited. Unfurnished "flats" and houses are almost unobtainable, and the average furnished two or three-bedroom flat in the vicinity of London costs from \$125 to \$225 per month. Three months' rent is usually required in advance, in addition to various deposits and other costs. Because of unusual features of British landlord-tenant agreements, prospective renters should consult the Legal Section, CinCNELM, before entering into any lease or rental agreement.

Hotel accommodations in the U. K. can usually be obtained at suitable rates. There's a housing office in CinCNELM headquarters for the convenience of personnel arriving. It is a good idea to inform this office of prospective needs in the way of hotel accommodations before arrival, particularly during the summer months.

Household Effects—Because unfurnished houses and flats are almost unobtainable, one will not need to take a complete outfit of household equipment. However, many furnishings are likely to be in poor condition, and most families find it advisable to take along their own bed linens, blankets, kitchenware, dishes and glassware, table silver, radios, lamps, refrigerators and brooms. Gas and electric heaters are often desirable. While flats are centrally heated, they are seldom as warm in winter as Americans like their dwellings to be. Also, send over your washing machine.

Automobiles—A car is desirable in England for sightseeing and to help relieve the local transportation systems. However, it will present certain difficulties. Large American autos seem somewhat overgrown in "the tight little island," and are difficult to maneuver in the narrow streets. Cars cannot be left in the street overnight unless parking lights are left on, and storage will cost you \$4.00 to \$6.00 per week. Gas is now unrationed, but will set you back approximately 43 cents per imperial gallon. A person can buy a British car in England and keep it there until he returns to the States.

Clothing—Naval personnel wear blues almost all the time on duty, but khaki uniforms are sometimes optional for officers and CPOs on warm days in summer. Officers and chiefs may have an opportunity to visit the Mediterranean area, and should take along khakis and a few whites for that purpose. The service dress blue uniform with black bow tie is suitable for officers' wear on all formal occasions in England. In addition to civilian clothing for wear when off duty, an officer may find he needs a dinner jacket.

English clothing is of a very good quality, but expensive. Styles differ from those in the U. S. Rationing has ended. Dependents should take plenty of warm clothing—lined galoshes or boots, warm house slippers, woolen underclothing and woolen bathrobes, a good raincoat, sweaters, medium or heavy weight suits, and a sturdy umbrella. A fur coat or a very heavy fur-collared cloth coat or a fur-lined coat will be found valuable. Warm night clothing for all members of the family are essential—bed socks, bed jackets and hot water bottles are often considered desirable. Outer clothing, such as coats and sweaters, should be of dark colors. London soot and smoke will give lighter garments a grimy look. **Servants**—Charwomen can be hired on a part-time basis. Full-time servants can also be obtained.

Medical Care—Out-patient medical service for dependents of U. S. Navy personnel is provided at the dispensary near CinCNELM headquarters. There

are no in-patient naval medical services available for dependents in the United Kingdom. However, the medical services provided by the British National Health Service to the local citizens are available to dependents of naval personnel. Information about this service can be obtained in any British post office. Also, there are private pay-bed accommodations for which you can make your own private fee arrangements with doctors.

All dependents planning to travel to the United Kingdom should arrange to obtain an International Certificate of Vaccination in addition to the U. S. Navy immunization record. Such certificate can be obtained from any U. S. Public Health Service Medical Officer.

The dental department of CinCNELM headquarters provides no dental treatment for dependents. All needed dental work should be done before departure from the U. S. Civilian facilities are scarce.

Education—The state schools, corresponding to our public schools, are considerably different from our schools, and are not found satisfactory by most Americans. There are numerous private schools—called public schools in England—which have a high scholastic standing. These are rather expensive, but not beyond the means of most U. S. Navy parents stationed in London. The chaplain's office maintains a list of schools and will assist any parent in contacting a school agency.

Religion—The major denominations of the Christian faith have churches in various parts of the city, and there are also synagogues. London has many ancient and historical churches that are an inspiration to the worshipper and a pleasure to the sightseer. The chaplain's office in the headquarters building will give additional information.

Banking—The Chase National Bank, The Guaranty Trust Company of New York, The Bank of America, the National City Bank of New York, The Central Hanover Bank and Trust Co., and the American Express Company all have branch offices in London. Nevertheless, it is desirable to have a checking account in the U. S. The pound sterling is now worth approximately \$2.80. Personnel attached to Headquarters, CinCNELM, are paid in sterling or military payment certificates (script), or by U. S. Treasury check. All may be deposited in a local bank, upon which checks for dollars or pounds may be written.

Recreation—There are many opportunities for recreation in London and the surrounding area. Theaters, movies and concerts, museums, art galleries and antique stores abound. There are numerous ice arenas, and some squash courts and swimming pools. Golf courses are available near the city. Inter-divisional softball teams are or-

ganized during the summer months, and a series of picnics is usually organized and sponsored by the Welfare Department. Dances sponsored by the Navy are held periodically. Visits to northern and southern England and to Scotland, Ireland, Wales and continental Europe are always educational and very interesting. Such trips can often be arranged during leave periods. Bring your own sports equipment. It is expensive locally.

Philippines

Climate—The climate of the Manila area is tropical. Daytime temperatures average from 86 to 94 degrees throughout the year. The lowest minimum temperatures occur from December to March, with 70 degrees being the average minimum. The "hot season" comes in April, May and June, when the daily peak is 90 to 95 degrees.

During the nights and forenoons throughout the year the winds are light and gentle. They become moderate to fresh in the afternoons during the rainy season. Strong winds are to be expected only when the area is under the influence of one of the infrequent typhoons. The rainy season is from June through October. As much as 13 inches of rain have fallen in one day during that season.

There are no abrupt or very definite changes between seasons. The climate is considered monotonous by some people, but pleasant by most. It is different from the climate in the States, but a normally healthy person can become accustomed to it in a very short time.

Housing—The housing at both Subic Bay and Sangley Point is mostly of a temporary type, but is adequate and comfortable. There are a few regular houses for senior officers at both stations, but most of the quarters are converted quonsets. The usual facility consists of two bedrooms, a bath, a living room, a dining room, a kitchen and a screened porch. A very few quonsets have three bedrooms. Showers are provided, but bathtubs are not available at present. Kitchen stoves and refrigerators are provided.

There are a few suitable civilian houses outside the station at Sangley Point which can be rented by naval personnel. The CO, Naval Station, Sangley Point, requires that civilian houses are up to Navy standards before personnel are allowed to rent them. There is usually a waiting list for Navy housing. Full quarters allowance is withheld when government quarters are occupied. Quarters are equipped with basic furniture.

Household Effects—Dependents should take along their own glassware and kitchen appliances, although a limited amount of these items are available for temporary use. Families must supply

their own pillow cases, sheets, towels, and other linens. All essential items for setting up housekeeping can be purchased on the stations, if desired. Civilian shops in Manila are well stocked, but prices are high. The electrical current on both stations is suitable for stateside equipment.

Automobiles—Roads in the Manila area are in fairly good condition. Private automobiles may be taken, but are not essential.

Clothing—Women should take mostly summer clothing, preferably cottons. A few bright summer evening dresses should be included. Local seamstresses are plentiful and highly skilled. Rain gear is essential for the wet season. If you plan to take trips to the mountain resorts—as most people do—you should take along a few lightweight woolen items. Shoes should be typical summer wear; some good walking shoes should be included. Navy exchanges carry some personal items. Prices for women's apparel in local markets are very high.

Naval personnel must wear uniforms at all times. White uniforms can be bought locally at reasonable prices, and are often required for evening wear.

Food—Commissaries and Navy exchanges carry most foods to which Americans are accustomed. Local markets are stocked with many kinds of tropical fruit, as well as familiar varieties of vegetables. Stores in Manila also offer a wide variety of foods, but prices are high.

Servants—Available at moderate wages.

Most families hire them.

Medical Care—Dispensaries are available at both stations, and furnish medical care and limited dental care to dependents. All possible dental work should be done before leaving for the Philippine area. Persons wearing glasses should take along an extra pair, due to the difficulty of filling prescriptions there.

Education—American schools through high school are available to all personnel. Educational opportunities are comparable to those offered by the public schools in the U.S. Training at college level is obtainable at numerous colleges in the Manila area. The school year begins in June and ends early in March.

Religion—Protestant and Catholic services are held at the station chapels. In addition, services in almost all denominations can be found in the Manila area.

Banking—Facilities for banking normally found in any large city are available in Manila. The National City Bank of New York, the Bank of America and the American Express Company all maintain branch offices in Manila.

"Military payment certificates" (MPC) are used on U.S. military bases in the area, instead of U.S. dollars. MPC cannot be used outside the military reservations, but can be exchanged for pesos at the disbursing or finance offices.

Recreation—Manila has all recreational facilities usually found in a large city,

WHAT'S IN A NAME

Fathom

A *fathom*, originally a land term, survives chiefly as a sea term to denote six feet in measurement, particularly as related to depth-of-water soundings.

The word comes from the Anglo-Saxon *faethm* and Middle English *fadme* or *fethme*, meaning literally "to embrace" or "the embracing arms." It is akin to the



Old Saxon *fathmos*, "the outstretched arms."

Formerly, in the days when most measurements were derived from the human body, the fathom was a measure of length containing six feet, or sometimes five and a half or five feet, varying in accordance with the space (from finger tip to finger tip) to which a man could extend his arms in a straight line. Today, the fathom is standardized at six feet and is used mainly as a measure of cables, cordage, and water depth.

As a verb, fathom means to measure by a sounding line, or to sound. Hence, to penetrate and comprehend, or to get to the bottom of; as to probe or fathom a mystery.

Other allied words are *fathmage* (the depth in fathoms), *fathomer* (one who or that which fathoms; also a sounding instrument), *Fathometer* (a trademark for a direct-reading sonic depth finder), and *fathomless* (incapable of being fathomed, immeasurable, or incomprehensible).

and in addition there are many opportunities for recreation on the naval stations. The Navy maintains a fleet recreation and rehabilitation center in Baguio, a little more than 200 miles north of Manila. Personnel are allowed to go to this station for a short time approximately every six months. There are a few houses at that resort for dependents.

A popular scenic spot for weekend excursions is Tagaytay Ridge, overlooking a lovely lake. A cool breeze makes that place ideal for picnicking.

Families with young children should take along a good supply of toys and other items for amusement. These things are expensive and scarce locally. *General*—Dependents planning to travel to the Philippines should check early on immunization requirements and make sure that they comply fully.

Puerto Rico

Roosevelt Roads and San Juan

Climate—Puerto Rico enjoys a fine semi-tropical climate. Temperatures range from 65 to 75 degrees during the winter months and from 75 to 85 in summer. The island is fanned constantly by northeast trade winds which offset the generally high humidity. Rainfall is fairly heavy, but there is no season of incessant precipitation. It is said that the sun shines at some time on all but five days of the year. Rain falls most frequently between midnight and morning.

Housing—There are government quarters at both stations. Naval personnel must request permission from the Commandant, 10th Naval District, for dependents to enter the area. Granting of such permission will depend upon the availability of quarters. Government quarters are furnished with stoves, refrigerators, beds and mattresses, and other furniture sufficient to satisfy basic needs. Occupants are required to furnish linens, silverware, china, and kitchen utensils. It is a good idea to take along as "hold baggage" a sufficient supply of pots, pans, dishes and silverware to get by on till other belongings arrive. There are no desirable houses or apartments outside the station at Roosevelt Roads, although some may be found in the San Juan area.

Household Effects—As was mentioned, government quarters contain all basic items. Other furnishings can either be taken along or purchased at the Navy exchanges or at local stores. There are many establishments selling good furniture in the larger towns of Puerto Rico, but except for mahogany articles, prices are higher than at home. If any of your own furniture is taken, it should be of a type suitable for use in the tropics.

Automobiles—A private car will come in very handy in Puerto Rico—especially if you're going to Roosevelt Roads. Private cars may be shipped at no ex-

pense on naval water transportation, on a space-available basis, by PO3s with more than seven years' service and by higher ratings. Insurance to cover any possible damage in transit should be obtained before shipping, and adequate liability insurance should be carried after arrival. Unless the owner is himself a good mechanic, cars should be in good condition. Wear and tear is likely to be rather rapid; repair facilities are expensive and not of the best. *Clothing*—Cotton and rayon washables are comfortable for everyday wear through the entire year. During the winter months the evenings are rather cool, and slightly heavier clothing may be desirable at such times. Informality is in order during the daytime, with sun dresses, shorts, play clothes and bathing suits all on the required list. Evening clothes are optional, but are often worn at dances and other social affairs. A lightweight rain coat is desirable. It should be made of plastic rather than rubber, for durability.

Food—Commissaries carry an adequate line of almost all foods. Shortages occur in certain items from time to time when there is a long period between supply ship arrivals, but stocks are generally adequate. Frozen fresh milk can now be had, as well as powdered and canned milk. Pasteurized fresh milk is delivered by local dairies at a moderate price. Local fruits and vegetables are plentiful in season, and are reasonably priced. There are many well stocked grocery stores in the San Juan area.

Medical Care—Station dispensaries offer out-patient care, including prenatal care, for naval dependents. Those requiring in-patient treatment are hospitalized at the U.S. Army Rodriguez Hospital near San Juan. This institution has all normal hospital facilities for medical and surgical service. Dependents should have all dental defects corrected before entering Puerto Rico. Navy dental treatment is not available except in emergencies.

Education—At Roosevelt Roads there is a station school for grades one through 12. The school compares favorably with public schools in the U.S. There are two school houses, each with two rooms, plus a small laboratory and a playground and recreation area.

Naval Station, San Juan, possesses a school offering standard curriculum in grades one through eight. There is also a nursery school and a kindergarten there, which may be attended upon payment of a varying tuition charge, currently eight dollars a month per pupil. High school students will find available several good private schools in San Juan. The University of Puerto Rico offers good college courses, as does the College of Mechanical Arts.

Religion—Protestant and Catholic services are conducted weekly at station chapels. English-language services in

some denominations are held at churches in San Juan.

Banking—Dependable banking concerns, including branches of large international banks, are located in San Juan. Reliable, locally owned, banks are operated in most communities in Puerto Rico. U.S. currency is used. It is advisable to open a local bank account, since a service charge is made on checks drawn on banks in the U.S.

Recreation—Roosevelt Roads: Movies are shown every night at an open-air theater. There is a softball diamond equipped with lights for night games, a baseball diamond, a golf driving range, a skeet range, three tennis courts, an outdoor basketball court, two single-wall handball courts and four bowling alleys. There is an officer's club, a CPO club, and a recreation bar which serves refreshments and sandwiches. The clubs occasionally hold dances.

San Juan: A broad recreation program is available, including service clubs, a gymnasium, a library, movies, swimming, baseball, tennis, basketball, volleyball, golf, howling, night clubs and unlimited sightseeing.

Rio de Janeiro

Climate—The climate of Rio de Janeiro is, as a rule, relatively pleasant. During the midsummer months of January, February and March it is hot and humid, but no more so than Washington, D. C., and many other U. S. areas. The annual rainy season varies, but usually occurs during June and July. It is intermittent—by no means constant. The climate in general is considered healthful.

Housing—There are no U. S. government quarters available in Rio. Per diem is paid for subsistence and quarters as set forth in the BuSandA Manual. With patience and footwork, unfurnished houses or apartments may be found. There are no rental agencies giving lists of available homes; information has to be obtained from other people and from the papers. Rentals run from \$175 per month up to \$300. A rental of \$200 per month is about average. Rental agreements vary, and three months' rent in advance is often required. It is well to get American legal advice before signing any contract. Most naval personnel live in the districts of Flamengo, Copacabana, Ipanema and Leblon. People interested in beach life prefer one of the last three named; those interested in the American school should live in one of the last two.

Housing Effects—All house furniture, furnishings and equipment should be brought from the U. S. if possible. Electric fans are a comfort in summer, and are expensive to purchase locally. Electric refrigerators are a necessity. American toasters, waffle irons, roasters, kitchen mixers and similar gear should

be brought if possible. Many large department stores in the U. S. are accustomed to sending packages to Rio via the U. S. Despatch Agent in New York. It is a good idea to establish a charge account with some such store, particularly in New York, before leaving. Take along everyday dishes and glassware, clothes hangers, clothes bags, shoe racks, maybe some cardboard closets, mail order catalogs, a gas stove, and a washing machine if you have one. The more household effects you bring, the better. A small electric heater is sometimes of value, especially if you have children.

Automobiles—Any person going to Brazil for more than a few months should make every effort to have a car shipped. U. S. export regulations and other regulations for the export of cars should be complied with before departure. Your car should be in good shape, and of a popular medium or low priced make. Cars are much more expensive in Brazil than in the U. S. but don't take one there with the hope of turning a quick profit. Two years must pass before you can sell your car there, and usually they aren't sold till the end of the tour of duty is in sight. If you are assigned to an activity other than the Naval Mission, you must bear the expense of shipping your car—usually a fee of approximately \$500. Just the same, that is less expensive than buying a good car there.

Upkeep and repair facilities are meager; insurance rates are approximately 30 percent higher than at home. Gas can be bought at the Navy garage.

Clothing—A good bit of advice would be to take as much as you can in the way of clothing, except for cold-weather garments. Also, charge accounts near the Miami APO or in New York are valuable. For both men and women, a wardrobe suitable for summer in Washington, D. C., or the U. S. South would be suitable from November to March. For the Brazilian winter months, April to October, winter clothing such as would be worn in Arizona, Florida or southern California, with more emphasis on darker colors for evening, would be appropriate. However, seasonal changes in apparel aren't distinct, and cool and warm days occur throughout the year, bringing temporary changes in garb.

For the wives, a light coat should be taken, and a fur piece and a short jacket are often useful. At home, American ladies wear whatever they are accustomed to wearing in warm weather in the States. Town suits are worn commonly for afternoons, shopping, or lunch downtown. A light rain coat will be needed.

Naval personnel will need most uniforms and equipment they would keep on hand in the States, except cold-weather gear such as overcoats. Regarding civilian clothes, lightweight

wool suits are usually worn in winter. In the hotter months, tropical clothing is necessary.

Due to a shortage of solvents, dry cleaning is poor and expensive. As much clothing as possible should be washable. Also, an electric sewing machine will be found valuable if there is a seamstress—or seamster—in your family. Sometimes a local seamstress can be hired.

All children's clothing should be taken along, if possible, and provision should be made for ordering more by mail.

Food—Most foods can be obtained, either in the American commissary or in local stores. There are some exceptions, however. Fresh milk is almost non-existent, and getting good fresh meat is often difficult. Some baby foods are hard to get, and if you have a baby who is particular about his brand of chow, it would be best to arrange for a supply from home. Food is expensive in the Brazilian markets.

Servants—Servants are available at wages of \$12.50 to \$90 a month. A cook-maid gets \$30 a month and up. The employer customarily supplies servants with uniforms, bed linens and furnishings for their rooms if they live in. Women house servants wear plain blue, black or gray costumes, and these should be taken along from the States. Size 16 will fit most, with minor alterations. Custom and tradition plays a large part in employer-servant relations, and one should familiarize himself with local procedures upon arrival.

Medical Care—The Joint Brazil-U. S. Military Commission operates a dispensary in Rio for military personnel and their dependents. Its staff consists of competent U. S. Navy, Army and Air Force doctors and nurses. Also, general medical and surgical cases of service personnel and dependents are admitted to a good general hospital which is largely supported by the English-speaking community. There is a good privately-owned maternity hospital. Civilian dentists and opticians are available in the city.

Education—There are two principal schools in Rio, attended by American students. One is the American School, supervised by a group of American business men, and the other is Bennett College—a girls' school with Methodist affiliations. In addition there are several good nursery schools for "tiny tots," and a primary school which is run by a former teacher of the American School. Both the American School and Bennett College prepare students for entrance into American colleges. The American School requires payment of a substantial tuition fee.

Religion—Brazil is largely Roman Catholic, and most church services are of that denomination and conducted in Portuguese. However, at least four

churches conduct services in English. One of these is Catholic; one is Protestant, non-denominational; one is Church of England, and the other is Christian Scientist. There is a Assembly of God group, a Greek Orthodox church, and two synagogues.

Banking—The following banks have branches in Rio: The National City Bank of New York, The first National Bank of Boston, The Royal Bank of Canada, and the Bank of London and South America. All U. S. nationals are paid in U. S. currency or government treasury checks. The U. S. Army Finance Office will cash travelers checks, government checks and money orders.

Recreation—Opportunities for recreation are fairly abundant in Rio. The city offers beaches, theaters, and many other metropolitan attractions. Social activities of both an official and a private nature are extensive among the Americans. Equipment for athletic activities should be taken along if such recreation is contemplated.

General—The cost of living in Brazil is high, and has been steadily rising. As almost anywhere abroad, a knowledge of the local language is helpful. The lady of the house should make an effort to learn household and market terms in Portuguese as rapidly as possible.

Trinidad

Climate—The climate of Trinidad is that of a tropical island. It's somewhat more pleasant than that of some of the other West Indian islands. The mean temperature is approximately 76° Fahrenheit, with the thermometer never going above 95° in the shade and seldom above 90°. The nights are usually cool, often requiring the use of lightweight blankets. From June through November the easterly trade winds are light, and there is usually at least one brief shower each day. The remainder of the year is drier, and the wind is more steady and strong. The ocean is always comfortably warm for swimming. The climate in general compares with a moderate U.S. summer throughout the year.

Housing—Facilities for housing in the Trinidad area are limited. Government quarters provide housing for approximately 50 per cent of the dependents of enlisted personnel and 75 per cent of officers' dependents. The time that personnel must spend on a waiting list for government quarters varies. It is as much as six months for eligible enlisted personnel, and somewhat less for officers. While awaiting individual quarters, officers' families usually occupy two-room apartments with community kitchen facilities in a converted BOQ.

Civilian housing is available off the base, but is almost all inferior to housing in the U.S. The rental charge for

civilian properties is rather high. Dependents are not permitted to begin travel to the Trinidad area until their entry has been approved by the Commanding Officer, Naval Station.

Household Effects—Government quarters are furnished with stoves, refrigerators, beds with mattresses, and other essential furniture. Among the items which you ought to take along are the following: pictures, table and floor lamps, cotton or straw throw rugs, clocks, electrical appliances other than stove and refrigerator, silverware, dishes, and linens. Some people transport their own sewing machine and washing machine to Trinidad, and it is a good idea to do so if you possess them. Unless possessions come ahead of dependents, the family should take along as hold baggage a box containing linens, cooking utensils, silverware and dishes.

Electrical current is such that common stateside appliances will operate on it without alteration or the use of transformers.

Automobiles—Take your car with you, if you have one. Local transportation is limited, both on and off the station. Private cars can be shipped at no expense, by Navy water transportation, on a "space available" basis. Usually your car will arrive on the same ship you're on, but sometimes it will take as long as three months for it to get there.

Parts for Fords, Chevrolets, Plymouths and Pontiacs are more easily obtained than parts for most other makes. Garages don't offer the high grade of work that most Americans are accustomed to. Owners should expect to operate their original car throughout their tour of duty in Trinidad and to bring it home again. Import regulations make it almost impossible to sell your car there. New cars, either American or British, can be purchased in Trinidad.

Clothing—Take lightweight clothing suitable for tropical wear. Most of it should be washable. Cotton clothes are comfortable for day wear throughout the year. Many evenings are rather cool, and lightweight sweaters, coats or jackets may be necessary. Informality is the keynote during the day time, but evening clothes are worn as the occasion warrants. It is a good idea to take along one winter outfit to use in case you're ordered back to the States in the cold months. Rain coats are necessary. They should be light in weight, and made of plastic. Rubber deteriorates rapidly in the tropical climate.

Laundry facilities on the base are good. Satisfactory dry cleaners can be found in Port of Spain. Women who do any sewing should take along a supply of "notions" such as buttons, thread and fasteners. They are scarce and ex-

pensive locally. Children's shoes can be obtained from time to time in the Navy exchange, but adult women should take along a fair supply for themselves and make arrangements for ordering replacements.

Food—Suitable staple foods, and meats, poultry, eggs, fresh vegetables, fruits and other items necessary for setting a good table are available in the commissary. Fresh fruits and vegetables are produced on a Navy-operated farm. Most baby foods can be purchased at the commissary.

Servants—Domestic help is available at very moderate wages.

Medical care—Naval dependents will find fully adequate medical and surgical care available on the station. Although qualified dentists can be found in Port of Spain, dependents should have their teeth in good shape before proceeding to Trinidad. The Navy does not furnish dental care to dependents at that station.

Education—Schooling for grades one through six is available in a school operated cooperatively by the American families living on and near the Naval Station. It is maintained for the children of American families exclusively, and is financed by appropriated funds. Schooling in grades seven through 12 may be accomplished through special arrangements for tutoring, or by correspondence courses supervised by teachers in the school.

Religion—Protestant and Catholic services are conducted on the Naval Station, and in Port of Spain churches of most denominations will welcome you to their services.

Banking—U.S. currency is used on the station. American money may be exchanged for British West Indies currency at the disbursing office for payment of maids and for local off-station purchases. Post-office money orders are preferred for mailing money to the U.S. Personal checks on U.S. banks can be cashed on the station, but with some difficulty. Satisfactory banks operate in Port of Spain, and personal checking accounts can be established there. The rate of exchange is \$1.00 U.S. to \$1.70 B.W.I.

Recreation—Swimming, tennis, badminton, boating, fishing, hiking, golfing, bowling, roller skating, dancing and movies are all available on the station. Excellent swimming beaches border the station, and a new fresh-water swimming pool is now open. Movies are shown nightly at an outdoor theater. Excursions to other places on the island and to other nearby islands are common.

General—Uniform of the day during working hours is normally tropical shorts for all hands—white for enlisted men and khaki or white for officers and chiefs. Service dress, khaki, for officers

and CPOs is worn only rarely, and one good uniform of that type is sufficient.

Authority to take dependents to Trinidad must be obtained from CO, Naval Station, Trinidad, prior to their embarkation. Passports are desirable, but not mandatory if travel is to be performed by military ship. If travel is to be by commercial carrier, passports are required. If passports are not available, positive proof of dependency and American citizenship must be carried for each dependent, including children. Such identification may consist of copies of orders, and of marriage certificates and birth certificates.

Ankara, Turkey

Climate—Ankara's climate is very dry. There are wide variations in temperature, but extremes do not occur frequently. The average temperature is 70 to 90 degrees in summer and 20 to 45 in winter. Bright sunshine brings a welcome warmth to most winter days. Nights are cool, even in the hottest part of summer. Since humidity is very low, no stickiness occurs at any time.

The climate in general is very similar to that of New Mexico and Nevada. Rain is especially rare during the summer months, and the countryside is dusty from May to November.

Housing—No government quarters or messing facilities are available in Ankara. Quarters are difficult to find, and usually aren't up to American standards. Some additional houses and apartments are becoming available due to the current building activity, but rents are high. Furniture in furnished houses and apartments is most often scanty.

Rent for a furnished house or apartment varies from \$160 to \$250 for two bedrooms and from \$250 to \$285 for three bedrooms. Unfurnished houses and apartments rent for \$90 to \$232—two bedrooms. Unfurnished dwellings are usually more desirable than furnished ones. Three months' rent is sometimes demanded in advance, and this should be borne in mind when estimating initial expenses. A one-year lease is customary.

Household Effects—Electric refrigerators and gas stoves are seldom installed by landlords. They are two to three times as expensive on the local market as they are in the States. It is definitely advisable to take an electric refrigerator in one's household effects, and a good gas stove and electric heaters will be valuable. Almost everything you will need should be taken along, even if you expect to have a "furnished" home. Circumstances alter cases, of course, but this is a good rule unless you have made advance arrangements to take over a home which was furnished by other Americans.

Material for curtains is one thing to

remember. Windows are generally large, and are divided into two parts—hinged vertically to open inward. If you're moving into a new house, you'll have to furnish your own light fixtures. Most current is 220-volt, 50-cycle, and you'll need transformers if you're taking electrical equipment built for 110-volt juice. Take round-prong European-type plugs.

Shipments of household goods come through very slowly, and you will probably have to live some time in a hotel. (There are several acceptable hotels at moderate rates.) Take along as hold luggage any items which will make your hotel life more comfortable—transformers for your radio and other electrical equipment, and some soap. A supply of powdered coffee, some tea bags (if you drink tea), and a small portable stove of the "primus" type, all will be found valuable.

Automobiles—It will be convenient to have a car along, especially in that it may enable you to live away from the highest-rent areas. Maintenance and repair facilities are very limited; operating costs, including gasoline, are high.

Clothing—Because of high costs locally all clothing for the prospective tour of duty in Turkey should be taken along. Clothing for all seasons is necessary. A person can judge his needs to some extent by comparing the temperatures to be expected with those in Washington, D. C., and noting the similarity. However, due to less heat in homes, heavier clothing for indoor wear in winter will be needed.

Women should take along sturdy low-heeled shoes; most people do a lot of walking in Ankara, and pavements are rough. Overshoes will be necessary for winter snow and slush. For men, civilian clothes are normally worn at the office of the attaché and at all social functions except certain official occasions. Uniforms are worn by the Naval Mission and for all official calls.

Social obligations, which are demanding, require a variety of dress suitable for formal and informal gatherings. Evening dress is prescribed on several occasions during the season, and is desirable. However, for military personnel, the uniform is acceptable if worn as a dress uniform.

Food—The American Mission for Aid to Turkey has established a post exchange which carries limited quantities of food, in addition to toilet articles, tobacco, etc. Soaps, flour, coffee and sugar are seldom in stock, and are rationed. It might be well to take along a supply of these items, as well as baby foods if needed, and coffee, tea and spices.

Servants—Available, and considered a necessity. Wages range from around \$12 per month for a part-time furnace man to \$90 for a full-time chauffeur. The average cook draws \$35-\$40 per

month for her domestic services.

Medical Care—All embassy, mission and attaché personnel and their staffs and dependents are eligible for care at the American Mission hospital in Ankara. A good American-trained dentist can be found in Ankara, and another in Istanbul. Although reportedly good Turkish oculists are available in Istanbul, people who wear glasses should take their prescriptions with them.

All naval personnel and dependents entering Turkey are required to be inoculated against typhoid, typhus, cholera, smallpox and tetanus.

Education—An American school has been established for the American personnel in Ankara. This school uses the Calvert system as the basis for instruction. The present cost per child is \$150 per year, including the cost of the Calvert course for that child. Families with more than one child get a reduced price on the second and subsequent children. There are several American, English and French schools in and around Istanbul for training above the fifth grade.

Religion—Two small chapels in Ankara hold Catholic services each Sunday. On the second Sunday of each month the British Embassy holds an Anglican service in the Embassy building. At the time this was written, a Protestant chaplain was on his way to Turkey to join the American Mission group.

Banking—Funds can be transferred from an American Bank to a bank in Turkey through the Is Bank or the Ottoman Bank, all credits to be paid only in Turkish lira. Cashing American bank checks is difficult. Enough money in travelers checks (\$20 denominations) should be taken along to cover initial expenses. A suggested amount is \$300 for an individual and \$500 for a family. This much should be on hand after the expenses of the journey itself have been met. The Turkish lira is worth approximately 35 cents, U.S. currency.

Recreation—Riding, hiking and hunting are popular. There are three fair motion picture theaters, with reserved seats. The films are usually year-old, but good, U.S. pictures with Turkish captions. Movies are frequently shown also at the Mission theater, with free admission of all Americans who hold PX cards. Ankara has two tennis clubs, and three good dinner-night clubs as well as at least one top-rate restaurant. Art and photography enthusiasts will find the city picturesque, offering many possibilities for artistic reproduction.

Entertainment at private luncheons, dinners and parties is very popular.

Miscellaneous—Any family going to Ankara should obtain a copy of the BuPers pamphlet on living conditions at that station. The pamphlet gives a great deal of information in addition to what could be included here.

HERE'S YOUR NAVY

Models are used in developing many things in the Navy—ships, planes, special equipment, and other things such as breakwaters. Usually they are thought of as something



small, but sometimes they are big. A model of Apra Harbor, Guam, recently dismantled, probably set some sort of record in outright bigness. It covered more than 10,000 square feet, and averaged almost two feet in thickness.

★ ★ ★

The model was constructed and used at the Harbor Research Laboratory of the California Institute of Technology, under a BuDocks contract. It was built of more than 700



cubic yards of rock dust and concrete in a model basin in an exchanger. Purpose of the model was to study the design of a proposed breakwater.

★ ★ ★

The entire model, representing a water depth of 555 feet and a land height of 200 feet, was constructed with great accuracy. The surface was all cast in four-foot-square blocks only a couple of inches thick. Each of these was equipped with three



leveling screws to permit fine adjustment of height. Upon removal after three years' use, the task of breaking up and taking away the model required 24 hours of work with heavy machinery.

THE BULLETIN BOARD

Boost to Chief Authorized For 217 Additional PO1s Who Passed 1949 Exams

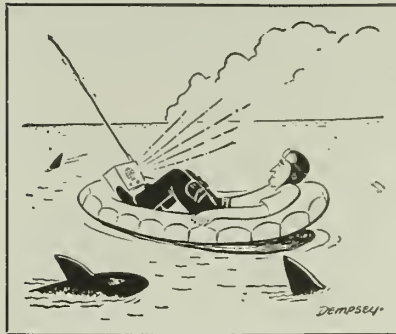
Short of chiefs in certain ratings because of expansion, the Navy dipped into its reservoir of candidates who had passed the 1 Dec 1949 advancement examinations to name 217 more advancements to CPO acting appointment.

These men are among the 1,702 who passed the December 1949 tests but whose scores were not high enough to place them among the top 253 who were advanced in June 1950 or among the next 252 whose names were placed on the eligibility list and advanced in December 1950.

All new advancements were in ratings which are short of CPOs — 80 chief quartermasters, 40 aviation electrician's mates, 31 personnel men, 23 aviation photographer's mates, 12 storekeepers, 11 aviation storekeepers, six fire control technicians, four disbursing clerks, four fire controlmen, three pipe fitters, two radiomen, and one aviation electronics technician.

All are temporary advancements and call for the addition of the symbol "(T)" as a designation—QMCA (T), AECA (T) and so forth.

Individual letters authorizing advancement have been sent to the commanding officers of the personnel listed, but commanding officers are authorized to make the advance-



'... and did you know there are 326 ways of preparing fish?'

ments from the list published in BuPers Circ. Ltr. 197-50 (NDB, 15 Dec 1950) if the letters of notification have not been received. The advancements are effective on receipt of the authority or 2 Jan 1951, whichever is later.

The directive also stated no further advancements to CPO acting appointment would be authorized from the list of successful candidates who took the December 1949 examinations. To be advanced, they must participate in future examinations. The next examinations are scheduled to be held 13 Feb 1951.

College Training Program Enrollments Are Suspended

Additional enrollments to the "five term" college training program have been temporarily suspended because of the present international situation.

Officers currently under instruction in the program, however, will be permitted to complete their training insofar as changing conditions allow, according to BuPers Circ. Ltr. 192-50 (NDB, 15 Dec. 1950).

Part of the Navy's educational program, the "five term" program is designed to equalize the education of former Reserve officers who have transferred to the Regular Navy with that of Naval Academy graduates.

The Navy pays for tuition, fees and books. Colleges involved include many of the Naval Reserve Officers Training Corps colleges.

Naval Reservists Must Get Permission to Leave U.S. For More Than 30 Days

Naval Reservists on inactive duty must obtain official permission if they plan to leave the United States for more than 30 days.

In peacetime, permission can be obtained from the appropriate naval district commandant. In wartime, approval can be obtained only from the Chief of Naval Personnel.

An exception to this requirement is made for Reservists employed in U. S. merchant vessels or American-owned vessels under friendly foreign registry, or engaged in flying aircraft of commercial air lines of the United States while following their profession.

The Department of State has been requested not to issue passports to Naval Reservists, with the above exceptions, unless they present written permission. If the area to be visited is a belligerent country, the Reservist must obtain authority from the Chief of Naval Personnel.

After the Reservist is granted permission to leave the U. S. for travel or residence in a foreign country, he is required to report by letter or in person to the American naval attache or the senior naval officer in the places visited or in the nearby vicinity.

Upon his return to the U. S., a Reserve officer is required to report the date of his return to the Bureau of Naval Personnel via the district commandant. A Reserve enlisted man must report his date of return to the commandant of the naval district.

Example of Good Casting: Ex-CPO in Movie as CPO

Another example of Hollywood "type-casting" can be found in the new movie, *Operation Pacific*. Jack Pennick, who plays a chief boatswain's mate, really was a Navy chief during World War II. The movie depicts submarine warfare in the Pacific during the last war.

All Hands Reference Index Discontinued This Year

The ALL HANDS Cumulative Reference Index will not be printed this year.

Listing all material alphabetically that appeared in the magazine during the preceding year, the Index has been published annually as a reference guide for commands and libraries.

Along with the blue color on the front cover of ALL HANDS, the annual Index was discontinued for reasons of economy.

Construction Project Near Completion on Homes for Marshallese in Territory

As part of a plan to restore pre-World War II living standards in the Trust Territory of the Pacific Islands, the Navy is completing a construction project which will provide new homes for 400 Marshallese near Kwajalein. The project was begun on Kwajalein's neighboring island of Ebeye approximately one year ago.

The new village, while not following native style in architecture, does follow local tradition and cultural desires to the extent that the dwellings face the sheltered lagoon. Houses are of frame construction, of the duplex type. In addition to homes, the group of 64 buildings includes a dispensary, a school building and a number of business establishments.

The inhabitants of the model village on Ebeye are Navy employees on Kwajalein, and their dependents. They have shown great interest and initiative during construction of the new town, which will have modern water and sanitary facilities. Although the Trust Territories are Navy-administered, the Marshallese will be self-governing in respect to local affairs.

QUIZ ANSWERS
QUIZ AWEIGH is on page 5

- 1. (b) Builder (BU).
- 2. (c) Draftsman (DM).
- 3. (b) Broad command pennant. Flown at the starboard yardarm of a naval vessel at anchor to represent an officer below flag rank who is temporarily exercising by virtue of his seniority the command of a force, squadron, flotilla or battleship or cruiser division during the absence of the regularly assigned commander.
- 4. (c) Burgee command pennant. The burgee (pronounced with a soft g) is hoisted at the starboard after yardarm of a naval vessel at anchor to represent an officer below flag rank who is temporarily exercising by virtue of his seniority the command of a division (except battleship and cruiser divisions) during the absence of the regularly assigned division commander.
- 5. (b) Submarine tender. Vessel pictured is USS Sperry.
- 6. (a) AS.

Current Legislation of Interest to Naval Personnel

Closing stages of the second session of the 81st Congress saw final action being taken on several bills of interest to the naval establishment.

During the past legislative year, ALL HANDS has presented information on legislation concerning the naval service. Since the 81st Congress ended on 3 Jan 1951, any bills previously noted in ALL HANDS as being introduced or otherwise acted upon but not later listed as becoming public law must be reintroduced and put through the entire legislative process by the current 82nd Congress and signed by the President if they are to become law.

Many of these bills that failed of enactment by the 81st Congress already have been introduced for action by the 82nd Congress. ALL HANDS will carry reports of Congressional action on these and other bills in the future.

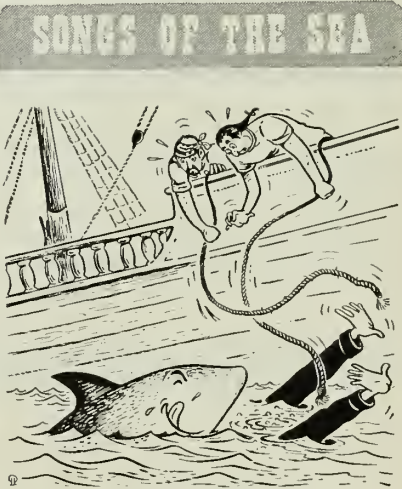
Following is a summary of the last bills concerning the naval service passed by the 81st Congress:

Suspends Deadline—House Joint Resolution 554: Passed by Congress and signed by the President, now Public Law 908; to suspend the time limitations with respect to the performance of acts required under Federal tax laws. (This law lifts the deadline for filing of income tax returns and payment of income taxes if that is impracticable or impossible by reason of service in the U.S. armed forces or in support of the armed forces in a combat zone. Under terms of the law, filing or payment of income taxes may be postponed during the period of service in the combat zone, plus the period of hospitalization attributable to injury received during service in the combat zone, and the next 180 days thereafter.)

Slot Machines—S. 3357: Passed by Congress and signed by the President, now public law; "the Anti-Slot Machine Act." (Complying with the terms of this law, the Navy has directed commanding officers to (1) prohibit use or possession of slot machines and similar gambling devices which pay off in money or property as the result of an element of chance on ships, within areas under naval jurisdiction, and at all naval and Marine Corps activities,

(2) destroy beyond any possible usefulness as a gambling device any machines and devices which are the property of any agency or instrumentality of the Navy, (3) notify civilian clubs, lessors and concessionaires or any owners of such devices located on property under naval jurisdiction that they are required to remove the devices or furnish disposal instructions.)

Vocational Rehabilitation—S. 4229 and H.R. 9900: Passed by Congress and signed by the President, now public law; to extend to certain persons who served in the armed forces on or after 25 June 1950 the benefits of Public Law 16 of the 78 Congress, as amended. (This new law affords basic entitlement to vocational rehabilitation as provided in Public Law 16 to overcome handicap of a disability incurred or aggravated as a result of service. Benefits of the new law must be taken advantage of within nine years after termination of the eligibility period beginning 25 June 1950.)



Shark's Manners

A shark was on the larboard bow,
Sharks don't on manners stand,
But grapple all they come near,
Just like your sharks on land.
We heaved Ben out some tackling
Of saving him some hope's,
But the shark had bit his head off,
So he couldn't see the ropes.

—Old Sea Chantey

WAY BACK WHEN

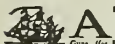
Early Recruiting

On 14 June 1777, the Continental Congress at Philadelphia resolved "that Captain John Paul Jones be appointed to command the ship *Ranger*."

Construction of *Ranger*, a brand-new sloop of war, had just been completed at Langdon's shipyard across the river from Portsmouth, N. H., and shortly after Jones' arrival to fit out his new command he had



GREAT ENCOURAGEMENT FOR SEAMEN.



ALL GENTLEMEN SEAMEN and able-bodied LANDSMEN who have a mind to distinguish themselves in the glorious cause of their country, and make their fortunes, an opportunity now offers on board the ship *Ranger*, now laying in Portsmouth, or at the sign of Commander Manley in Salem, where they will be kindly entertained and receive the greatest encouragement. The ship *Ranger*, in the opinion of every person who has seen her is looked upon to be one of the best cruisers in America. She will be always able to fight her guns under a most excellent cover; and no vessel yet built was ever calculated for sailing faster, and making good weather.

Any Gentlemen Volunteers who have a mind to take an agreeable voyage in this pleasant season of the year, may, by entering on board the above ship *Ranger*, meet with every civility they can possibly expect, and for a further encouragement depend on the first opportunity being embraced to reward each one agreeable to his merit.

All reasonable Travelling Expenses will be allowed, and the Admirer's Money be paid on their Appearance on Board.

BY ORDER OF THE CONTINENTAL CONGRESS.

In CONGRESS, March 14, 1777.

By Order of Congress,

JOHN HANCOCK, President.

JOHN HANCOCK, President.

By Order of Congress,

This broadside, reproduced in facsimile by kind permission of The Essex Institute, Salem, Massachusetts, from the unique original in its collection, is the earliest of the American naval recruiting posters known to exist. It helped to draw the men who, under John Paul Jones, captured H. M. S. *DRAGON* and harassed British shipping in 1778.

(The Naval Historical Foundation, July 1949)

a broadside published and posted on the walls of taverns and inns throughout New England.

The poster—said to be the earliest American naval recruiting poster known to exist—was headed "Great Encouragement for Seamen," and was worded as follows:

"All gentlemen seamen and able-bodied landsmen who have a mind to distinguish themselves in the glorious cause of their country, and make their fortunes, an opportunity now offers on board the ship *Ranger* of 22 guns (for France) now laying in Portsmouth in the State of New Hampshire, commanded by John Paul Jones, Esq.; let them repair to the ship's rendezvous in Portsmouth, or at the sign of Commander Manley in Salem, where they will be kindly entertained and receive the greatest encouragement. The ship *Ranger*, in the opinion of every person who has seen her is looked upon to be one of the best cruisers in America. She will be always able to fight her guns under a most excellent cover; and no vessel yet built was ever calculated for sailing faster, and making good weather."

"Any gentlemen volunteers who have a mind to take an agreeable voyage in this pleasant season of the year, may, by entering on board the above ship *Ranger*, meet with every civility they can possibly expect, and for a further encouragement depend on the first opportunity being embraced to reward each one agreeable to his merit."

"All reasonable travelling expenses will be allowed, and the advance-money be paid on their appearance on board."

Concerning the "advance-money," the poster quoted a resolution of Congress (29 Mar 1777) "That the Marine Committee be authorized to advance to every able seaman that enters into the Continental services, any sum not exceeding 40 dollars, and to every ordinary seaman or landsman any sum not exceeding 20 dollars, to be deducted from their future prize money."

When *Ranger* set sail for France in November of that year, a full personnel complement was on board.

Written Professional Exams Not Required for Reservists On Active or Inactive Duty

Written professional examinations are not required for Reserve officers who are candidates for promotion, regardless of whether they are on active or inactive duty.

Queries have been forwarded to ALL HANDS magazine following the publication of the article "Naval Reserve Officers Must Meet Certain Requirements for Promotion," beginning on page 54 of the November 1950 issue, the article was in error in stating that professional examinations are required of Reserve officers.

While Reserve officers who enter a "promotion zone" are not required to take any written professional examinations they must meet certain other requirements to fulfill eligibility qualifications.

These requirements include (1) earning an average minimum number of 12 retirement points per year, which would maintain a Reserve officer's eligibility by keeping him off the Inactive-Status List, and (2), earning a varying number of promotion points according to present grade and date of entering a "promotion zone." Promotion points are credited for completion of correspondence courses and for each year of "satisfactory federal service" (which must be earned under specific creditable conditions). The details of these requirements are contained in Naval Reserve Multiple Address Letter 30-50.

Marine Memorial Statue Will Be Largest of Its Kind

The Marine Memorial of the Iwo Jima flag-raising scene will be the largest action-depicting statue of its kind in the world.

Now nearing completion in the Washington, D. C., studio of Navy veteran Felix G. DeWeldon, the statue is planned for a site between Washington and Mount Vernon, Va. Circling the statue, will fly the flags of all states and territories.

Sculptor DeWeldon has been working on the gigantic statue for five years. Shortly after the famous Iwo Jima photograph was taken, he was assigned the task of producing a small-scale statue from the photo-

Honored for Secret Mission Into Enemy-Held Territory

For organizing and leading a secret mission into enemy-held territory, Lieutenant Eugene F. Clark, USN, has been awarded the Silver Star Medal.

His citation reads in part: "For conspicuous gallantry and intrepidity while attached to Headquarters of Commander in Chief, Far East Command, in action against enemy forces in the Korean area prior to the amphibious assault on Inchon, 1-15

Sept 1950. Responsible for carrying out a task entailing great risk, Lieutenant Clark personally organized and led a mission to obtain vital intelligence information in an area under enemy control. By his aggressive leadership and personal valor, he inspired his men to heroic and determined efforts in achieving the objective, overcoming extreme difficulties and active enemy interference in time to accomplish the assigned mission with completely successful results. Clark's timely and accurate reports contributed directly to the success of the Inchon landing."

graph. Three Marine survivors of the flag-raising were flown to the U.S. to pose for him. The model, one-third life size, was presented to the President.

In 1945 DeWeldon was asked to repeat the statue—many times larger—as a permanent Marine Memorial.

The monument will be 110 feet high. Each of its six figures is 32 feet tall, their legs 15 feet long, and their arms stretch for 12 feet. M-1 rifles slung over their shoulders are 16 feet long, and combat knives strapped to their cartridge belts are five feet from point to handle. Helmets measure 11 feet around, and canteens hanging from the men's waists could hold eight gallons.

When the plaster and steel statue is completed, the next step will be to cut it into sections that will fit on a freight train and ship them to a plant where molds will be made. From these molds the finished bronze monument will emerge.

More High School Graduates Eligible for Naval Academy

Naval Academy entrance requirements have been relaxed to permit a higher percentage of applicants to enter on the basis of their high school education alone.

Plane trigonometry and elementary physics will be eliminated from the mandatory list of pre-entry subject requirements. These courses will be added to normal "plebe" curricula. As a result, "plebe" classroom work will begin two weeks before the regular academic year.

The change resulted from recommendations made by the Service Academy Board in an effort to assure more equal opportunity for young careerists to enter the service academies without preparation beyond typical secondary school level.

Until now, only about 16 percent of the "plebe" class were admitted to the Naval Academy on the basis of normal high school education only.

Ship Activation Manual For Enlisted Personnel

Now available is the following new Navy Training Course:

Ship Activation Manual, Nav-Pers 10075.

Contends That Proper Place for Woman Is on Your Left

After extensive research, a Navy captain has come up with the opinion that a time-honored custom is all wrong.

The current custom, handed down through the years, is that a man walking in the open with a lady companion should keep her on his right, the so-called "position of honor." This was pointed out in the article *Naval Courtesies Ashore and Afloat*. (ALL HANDS, July 1949, pp. 27-38).

But Captain David D. Hawkins, USN, attached to Headquarters, 3rd Naval District, New York, N.Y., feels that ALL HANDS committed a "basic error" in subscribing to this view.

He feels that the proper place for the woman is on the left and explains his interesting view as follows:

"The custom for the senior to walk on the right side of the junior grew from the fact that the senior, in sword-carrying days, was likely to be more experienced in sword-play. For this reason, the senior was given the place of honor which was also the point of danger, on the right, in order that his right arm might be free to draw his sword as rapidly as possible. For the same reason, the senior went ahead, for that also was the point of danger.

"In military courtesies, it must be remembered always that the point of honor was invariably considered that point where the greatest danger would be encountered and that granting a senior a position to the right or ahead was his right by reason of his greater skill in arms rather than a too great desire to show him deference. He demanded the position of greatest danger as one he had earned by greater experience and skill. Honor and danger were originally synonymous.

"In 'Naval Courtesies Ashore and Afloat,' the statement is made that, when walking with a woman, you should give her the same place of honor you would give a senior officer—on your right—or for the man to take the outside of the walk. The statement placing a

woman on the man's right is fundamentally a violation of the premise that the right hand or honor hand is the place of danger.

"Women walking with a man, in the open, should always be placed on the man's left, since the man is considered to be the woman's protector and, as such, his sword-arm should be free to defend her in case of danger. This is the origin also of the custom of not offering an arm to a lady unless it is needed to assist her in walking, in which case the woman obviously is endangering both should she take the right arm for assistance since no man could draw his sword quickly with a woman hanging upon his sword-arm.

"For this very reason, however, indoors the woman was invariably placed on his right side since it was assumed that in parties which included both sexes, quarreling should be at a minimum, thus as a guerdon of peaceful intent even though arms were carried, the female was placed on the male's right. This allowed the ladies to have a say in whether or not sword-play would be indulged in within the castle or hall where the meeting took place. Thus the custom has grown of approaching a reception line, for instance, with the woman on the man's right and preceding him when the two are presented to the guest of honor.

"It is a great help in determining courtesies which military men grant to ladies to remember that the right arm is the sword-arm, that the right position is the point of danger and therefore the point of honor, and that a man is considered woman's protector and should therefore have a sword-arm free of encumbrance when accompanying her where strangers may be encountered."

Authorities on military etiquette point out that courtesies of this nature are beyond the scope of Navy Regulations and that in such cases the Navy follows civil customs.

The article *Naval Courtesies Ashore and Afloat* gave a complete summary of naval etiquette.

Navy men Teach Women to Cook—Outdoors, That Is

Learning to cook the Navy way sometimes involves some unusual tasks, members of the American Women's Voluntary Society discovered during an instruction period held outside San Francisco. In fact, learning to cook *one* Navy way may resemble gardening—or making mud pies.

Teachers in the outdoor cooking class were a lieutenant and three chiefs from the commissary department of the U.S. Naval Receiving Station, Treasure Island. Students were eight members of a local chapter of the AWVS, a civil defense organization.

What made the cooking so different was the fact that it was conducted mainly in ovens of dirt. One type of oven used was the adobe mud oven, and another was

the bank oven—a small cave with a chimney. Building the adobe mud oven required a good deal of hand work with moist soil, while the bank oven called for hard labor with a long-handled shovel. Some cooking was also done with a Navy field kitchen. The ladies did most of the work, while the men furnished advice and firewood.

As preparation against hunger in the event of widespread disaster, members of the AWVS are studying the problems of mass food preparation. Instructions include slaughtering and dressing animals and poultry, and how and where to find food.

How to cook outdoors in bank ovens and adobe mud ovens, and with field kitchens, has been an item of Navy lore for many years.



Insulating Materials Developed By Naval Research Lab

Two improved electrical insulating materials—a mica paper and domestic asbestos from which impurities are removed by new methods—have been developed by the Naval Research Laboratory.

The mica paper will be used extensively in electrical condensers. Present condensers cannot operate satisfactorily at temperatures above 85° centigrade chiefly because of the kraft paper used for insulation. The mica paper will withstand intense heat, is stronger and has greater capacitance than kraft paper. Naval Research Lab's method of production calls for use of money-saving low grade ores and scrap.

The value of another strategic ma-

terial—asbestos—as a dielectric depends upon its low iron content—particularly magnetite or ferrous iron oxide. To reduce the dependency upon foreign fiber, which inherently has a low iron content, a new procedure involving wetting asbestos fibers, instead of the conventional air-fluffing or screening method of cleaning, has been developed. The asbestos, in the form of a water slurry, is sent through a pipeline device in which the asbestos fibers are kept suspended by centrifugal action while the heavier magnetite particles drop through the center portion of the pipe where the turbulence is less. Asbestos made from this process changes color from dull grey to bright white. It can be formed readily into paper with excellent uniformity and few conducting particles.

Peruvian Subs Get Overhaul At U.S. Base and Crewmen Get American Hospitality

Four Peruvian submarines pulled into Groton, Conn., for a major overhaul, and American submariners gave the crewmen a rousing good time.

Noisy whistles and sirens shrieked from ships and shore installations with a typical American "welcome." The Peruvians berthed at the U.S. Submarine Base at New London to remove fuel and ammunition before entering their overhaul period at the Groton shipyard.

Officers and men of the visiting units were quartered and fed at the Submarine Base during their overhaul period. Working on their boats during the day but relaxing at the Base during off-duty hours, the Peruvians quickly joined Uncle Sam's submariners for recreation.

The Peruvians enjoyed softball and basketball but found themselves handicapped against the taller Americans. Their crack soccer team took bows to no one as they scored victories over outstanding Connecticut contenders. Sunday, usually Jack Tar's day for relaxation, found the Peruvians attending early mass with Americans at the base chapel and later exercising on the many athletic fields. The base later presented the visitors with recreational gear as a token of their fine sportsmanship.

In the submarine school the Peruvians in company with American sub school students learned of latest developments in undersea warfare as gained by U.S. submariners since World War II.

At the end of seven months—it was the first major overhaul of the submarines in more than a quarter century—the Peruvians were ready for sea. Now streamlined, completely overhauled and carrying new installations, their submarines were fitted for many more years of service in helping to safeguard Peru's coastline.

Their passage back down the river was marked by the same noisy whistles and sirens speaking a warm "adios." The Peruvians dipped their colors in return heading South with an increased cargo of international good will gained through daily associations with American submariners.—Dan Reilly, JO2, usn.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 140—Announces promotion to captain and commander in the Supply Corps.

No. 141—Provides for transfer of combat evacuee patients to naval hospitals nearest their homes.

No. 142—Supplements previous directives on clearance of personnel.

No. 143—Announces change in the world-wide standard price of Navy special fuel oil.

No. 144—Gives information on reduced rail passenger rates for servicemen from 15 Dec 1950 to 10 Jan 1951.

No. 145—Authorizes action to insure that all Navy and Marine Corps personnel on active duty have identification tags.

No. 146—Announces Presidential approval of selection of two officers for temporary promotion to rear admiral in Supply Corps.

No. 147—Christmas greeting from the Secretary of the Navy to the naval establishment.

No. 148—Announces Presidential approval of officers selected for temporary promotion to lieutenant colonel in the Marine Corps.

No. 149—Authorizes commanding officers of naval hospitals to grant sick leave without recourse to higher authority.

No. 150—Supplements previous directive regarding tax exemptions for servicemen on duty in combat zone.

No. 151—Contains instructions for action to be taken upon approval of the Anti-Slot Machine Act by the President.

NavAct

No. 10—Modifies NavAct 8 regarding deadline for applications for the one-year postgraduate course in comptrollership.



BuPers Circular Letters

No. 190—Lists change governing issuance of publications.

No. 191—Announces that individual notifications have gone out to former temporary commissioned aviation officers selected for reappointment to temporary rank and return to duty involving flying status.

No. 192—Suspends enrollments in the (Five Term) College Training Program.

No. 193—Modifies previous authority for designation of places of confinement for general court-martial prisoners.

No. 194—Sets standards and procedures for discharge of male enlisted personnel (USN, USNEV, USNR) and inducted personnel.

No. 195—Sets new procedures for action on claims and complaints against officers and men for personal indebtedness, non-support and similar claims.

No. 196—Gives instructions for submitting applications for interservice transfer of officers holding commissions in the Medical Services or Corps, including Reserve components.

No. 197—Announces a list of 217 advancements to chief petty officer, acting appointment (temporary), for which individual notification has been made.

No. 198—Modifies per diem allowances in lieu of actual and necessary expenses for Navy and Marine Corps personnel in various areas outside the continental limits of the United States.

No. 199—Concerns conversion to the new flat type enlisted service record for Naval Reserve enlisted personnel.

No. 200—Changes education qualifications for appointment to Supply Corps, Naval Reserve.

No. 201—Lists action to be taken by permanent warrant officers eligible for consideration for promotion to permanent commissioned warrant officer during the 1951 calendar year.

No. 202—Establishes qualifications for HTA flight training of commissioned officers leading to designation as naval aviators.

No. 203—Announces SecDefense policy for assignment of more than one member of a family to the same unit.

No. 204—Supplements previous instructions for payment of taxes by Navy recreation funds.

No. 205—Lists promotions of line and staff corps officers of Regular Navy and Naval Reserve to lieutenant grade.

46 of Destroyer's Crew Ship Over in 6 Months

USS *William C. Lawe's* disbursing officer has been shelling out plenty of \$360 bonuses in the past half year.

In the last six months of 1950, 46 men of Law's crew shipped over. Of that figure, 44 signed up for six-year reenlistments and two for the four-year period. The total number comprised 19 per cent of the complement.

Lawe (DD 763), a destroyer of DesDiv 22, is gunnery school ship of the Atlantic Fleet Destroyer Force and operates out of Newport, R. I.

BOOKS:

INTERNATIONAL TONE IN MONTH'S READING

EACH MONTH brings new books to ship and station libraries. They're books selected by BuPers from among the best that America's presses are producing; the Navy buys them in varying numbers and ALL HANDS here gives you a preview of some of the latest.

★ ★ ★

- *Out of This World*, by Lowell Thomas Jr.; the Greystone Press.

Here is a report from "the roof of the world"—from the two-mile-high plateau-land of Tibet. It's likely to be the last report in a long time, for now the shadow of Communism has fallen over this thin-aired Shangri-La. Always difficult to visit, Tibet now will be a never-never land indeed.

But, having gone before it was too late, and having obtained the necessary permit from the 16-year-old Dalai Lama, the two Thomases—Lowell Jr. and Lowell Sr.—had little legal trouble in their journey to Tibet's capital: Lhasa. There they found a curious combination of high culture and primitiveness, idealism and the extremest isolation. More than half a million monks, lamas and nuns dwelt in the Holy City;

hardly a machine existed in the whole land.

While this book would have been fascinating under any circumstances, it is increased in interest by the fact that it is an obituary, in effect—a pre-written commentary on the death of a hermit. Although actual invasion had not begun when the Thomases were there, it seemed imminent. "The Communists covet Tibet for several reasons," the author writes. "But the main reason is strategic, for possession of Tibet would give them an 1,800-mile frontier with India and an ideal jumping-off spot, mostly downhill, for an army to invade the peninsula of Hindustan."

It's a first-rate book—excellent by anyone's standards.

★ ★ ★

- *Spurs from San Isidro*, by Bird-sall Briscoe; E. P. Dutton and Company.

Where *The Spell* moved from New York eastward to Austria, this book moves from New York westward to Texas.

It's 1888, and Andrew Wales, son of a half-million-acre cattle baron, is well launched on a career in art. But a letter comes, telling of the death of his father and of the mysterious disappearance of \$40,000 in cash. Young Andrew makes a hasty trip home by train and horseback, and things are a great deal worse before they're better.

Spurs from San Isidro has many other elements about it along with, and in addition to, the western element. In one respect it's a detective story, and in another it's a romance. In its authentic portrayal of border-country life 60 years ago, the book has a discernable air of the historical novel. It's a great deal more than a six-gun tale. Much more.

★ ★ ★

- *The Spell*, by Gustav Breuer; Houghton Mifflin Company.

When this book opens, it's night in New York, and autumn. The young widow, Baroness Leni von Wertheimstein, is walking toward the over-furnished house on 61st Street where, actually, she has no desire to go. Where she does have a desire to go is to Austria, from

whence she had come 10 years ago. And it is to Austria that she goes—to the life of a peasant-class woman in the valley town of Altdorf.

This is home—as she had remembered it, in most respects; but different, too. The houses, the mountain chapels, the festivals are unchanged. Many of the people are the same except for the added years. But now the American Military Government is there, as it should be, and the neo-Nazis are organizing—as they definitely should not. And there is the matter of the cool, dangerous and sharply attractive Conrad Brandt.

Here is a novel of subdued but piercing drama, written by a man who knows—politically and topographically—the locale of which he writes.

★ ★ ★

- *The Hinge of Fate*, by Winston S. Churchill; Houghton Mifflin Company.

The Hinge of Fate is the fourth big volume of Winston Churchill's history of the Second World War, continued in the penetrating and highly readable style of the first three.

As the title would hint, this portion of Mr. Churchill's monumental work concerns the period when the progress of the war, for the allies, was swinging from bad to good. As the author says, "For the first six months of this story, all went ill; for the last six months everything went well. And this agreeable change continued to the end of the struggle."

If the reader of *The Hinge of Fate* has already read the preceding volumes—as he really should do before reading this one—he will find the style, the pace, the format of this one to be of the high and pleasing caliber he has learned to expect. He will find the terse style, the warm but authoritative tone, the frequent excerpts from official wartime correspondence, all present in the degree to which many hundreds of thousands of readers have become accustomed. The period and the events covered are, of course, here new to this series. If the reader is beginning his reading of Mr. Churchill's great history with this volume, he will be agreeably surprised by every facet of it. Winston Churchill's English is truly a joy to read; his knowledge of the Second World War is probably not exceeded by that of any other person living today.

Color Atlas of Pathology

First of Three BuMed Books

Publication of an important new book entitled *The Color Atlas of Pathology* is announced by the Bureau of Medicine and Surgery. The volume was compiled and edited under auspices of the Naval Medical School, National Naval Medical Center, Bethesda, Md.

Six years' work went into preparing the monumental volume, the first known comprehensive publication of its kind in the world's history. Modern-day advancements in color photography and printing made possible its publication. Included is material obtained from the Pathology Department of the Navy's Medical School, from the Army's Institute of Pathology, and from Johns Hopkins Hospital and Georgetown University.

ALL HANDS BOOK SUPPLEMENT

MERRIMAC STRIKES



HAMPTON ROADS: 1862

Wherein Major Ashton Ramsay, CSA,
Chief Engineer of the Confederate ironclad
Merrimac, tells his side of a famous fight.

MERRIMAC STRIKES



A major in the Confederate States Army, H. Ashton Ramsay, was chief engineer of the renowned ironclad Merrimac during its encounter with the Federal ironclad Monitor and other vessels at Hampton Roads, Virginia, in March 1862. Here is his version of the battle.

The book supplement for last month (see ALL HANDS, January 1950, p. 59), carried the account of the action by Lieutenant Samuel Dana Greene, USN, executive officer of the little Monitor. For a complete story on what happened, you should read both accounts.

MERRIMAC was built in 1856 as a full-rigged frigate of 3,100 tons burden, with auxiliary steam power to be used only in case of head winds. She was a hybrid from her birth, marking the transition from sails to steam as well as from wooden ships to ironclads.

I became her second assistant engineer in Panama Bay in 1859, cruising in her around the Horn and back to Norfolk. Her chief engineer was Alban C. Stimers. Little did we dream that he was to be the right-hand man of the builder of *Monitor*, while I was to hold a similar post in the conversion of our own ship into an ironclad. . . . or that, in less than a year and a half, we would be seeking to destroy each other, he as chief engineer of *Monitor* and I in the corresponding position on *Merrimac*.

In the harbor of Rio on our return voyage we met the frigate *Congress*, and as we sailed away after coaling, she fired a friendly salute and cheered us, and we responded with a will. When the two ships next met it was in one of the deadliest combats of naval history.

Merrimac's machinery was condemned and she went out of commission on our return. She was still at Norfolk when the war broke out, and was set on fire when Norfolk was evacuated. Some of the workmen scuttled and sank her, thus putting out the flames. When raised by the Confederates, she was a hulk.

Many details remained uncompleted when we were at last floated out of drydock but there was great pleasure for us to make some demonstration that might serve to check McClellan in his advance up the Peninsula.

She was still full of workmen hurrying her to completion when Commodore Franklin Buchanan arrived

from Richmond on one March morning and ordered every one out of the ship except her crew of 350 men which had been hastily drilled on shore in the management of the big guns. Then he directed Executive Officer Jones to sail at once.

At that time nothing was known of our destination. All we knew was that we were off at last. Buchanan sent for me. The veteran sailor, the beau ideal of a naval officer of the old school, with his tall form, harsh features, and clear, piercing eyes, was pacing the deck with a stride I found it difficult to match, although he was then over 60 and I but 24.

"Ramsay," he asked, "what would happen to your engines and boilers if there should be a collision?"

"They are braced tight," I assured him. "Though the boilers stand 14 feet high, they are so securely fastened that no collision could budge them."

"I am going to ram the *Cumberland*," said my commander. "I'm told she has the new rifled guns, the only ones in their whole fleet we have cause to fear. The moment we are in the Roads, I'm going to make right for her and ram her."

Across the river at Newport News gleamed the batteries and white tents of the Federal camp and the vessels of the fleet blockading the mouth of the James, chief among them the *Congress* and *Cumberland*, tall and stately, with every line and spar clearly defined against the clear blue March sky, their decks and ports bristling with guns, while the rigging of *Cumberland* was gay with the red, white and blue of sailors' garments hung out to dry.

As we rounded into view, the white-winged sailing craft that sprinkled the bay and long lines of tugs and small boats scurried to the far shore like chickens on the approach of a hovering hawk. They had seen our black hulk which looked like a roof of a barn afloat. Suddenly huge volumes of smoke began to pour from the funnels of the frigates *Minnesota* and *Roanoke* at Old Point Comfort. They had seen us, too, and were getting up steam. Bright-colored signal flags were run up and down the masts of all the Federal fleet. *Congress* shook out her topsails. Down came the clothesline on *Cumberland*, while boats were lowered away and dropped



astern.

Our crew was summoned to the gun deck and Buchanan addressed us: "Sailors, in a few minutes you will have the long looked for opportunity of showing your devotion to our cause. Remember that you are about to strike for your country and your homes. The Confederacy expects every man to do his duty. Beat to quarters."

2

As we approached the Federal ships we were met by a veritable storm of shells which must have sunk any ship then afloat—except *Merrimac*. They struck our sloping sides, were deflected upward to burst harmlessly in the air, or rolled down and fell hissing into the water, dashing the spray up into our ports. As we drew nearer to *Cumberland*, above the roar of the battle rang the voice of Buchanan: "Do you surrender?"

"Never!" retorted the gallant captain.

The crux of what followed was down in the engine room. Two gongs, the signal to stop, were quickly followed by three, the signal to reverse. There was an ominous pause, then a crash, shaking us all off our feet. The engines labored. The vessel was shaken in every fiber. Our bow was visibly depressed. We seemed to be bearing down with a weight on our prow. *Thud, thud, thud* came the rain of shot on our shield from the double decked battery of *Congress*. There was a terrible crash in the engine room. For a moment we thought one of the boilers had burst. But no, it was the explosion of a shell in our stack. The firemen had been warned to stay away from the uptake, so the fragments of shell fell harmlessly on the iron floor plates.

We had rushed on the doomed ship, relentless as fate, crashing through her barricade of heavy spars and torpedo fenders, striking her below her starboard fore-chains and crushing far into her. For a moment the whole weight of her hung on our prow and threatened to carry us down with her, the return wave of the collision curling up into our bow port.

Cumberland began to sink slowly, bow first, but continued to fight desperately for the 40 minutes that elapsed after her doom was sealed, while we were engaged with both *Cumberland* and *Congress*, laying right between them. We had left our cast-iron beak in her side. Like the wasp, we could sting but once.

Our smoke stack was riddled, our flag was shot down several times, and was finally secured to a rent in the stack. On our gun deck the men were fighting like demons. There was no thought or time for the wounded and the dying as they tugged away at their guns, training and sighting their pieces while the orders rang out, "Sponge! Load! Fire!"

"The muzzle of our gun has been shot away," cried one of the gunners.

"No matter, keep on loading and firing—do the best you can with it," replied Lieutenant Jones.

"Keep away from the side ports! Don't lean against the shield! Look out for the sharpshooters!" rang the warnings.

On the doomed ship *Cumberland*, the battle raged with equal fury. The sanded deck was red and slippery with blood. Delirium seized the crew. They stripped to their trousers, kicked off their shoes, tied handkerchiefs about their heads, and fought and cheered as their ship sank beneath their feet.

Then the order came: "All save who can!" There was a scramble for the spar deck and a rush overboard. The ship listed, the after pivot gun breaking loose and rushing down the incline like a furious animal, rolling over a man as it bounded overboard, leaving a mass of tangled flesh on the deck.

We now turned to *Congress*, which had tried to escape but had grounded, and the battle raged once more, broadside upon broadside, delivered at close range, *Merrimac* working closer all the time with her bow pointed as if to ram the other. A shell from Lieutenant Wood's gun sped through their line of powder-passers, not only cutting down the men but exploding the powder buckets in their hands, spreading death and destruction and setting fire to the ship.

At last came the order to cease fire. "The *Congress* has surrendered," some one cried. "Look out of the port. See, she has run up white flags. The officers are waving their handkerchiefs."

At this several of our officers started to leave their posts and rush on deck, but Lieutenant Jones in his stentorian voice rang out: "Stand by your guns and be ready to resume firing at the word. See that your guns are well supplied with ammunition during the lull. Dr. Garnett, see how those poor fellows yonder are coming on. Mr. Littlepage, tell Paymaster Semple to have a care on the berth-deck and use every precaution against fire. Mr. Hasker, call away the cutter's crew and have them in readiness. Mr. Lindsay (to the carpenter), sound the well, examine the forehold, and report if you find anything wrong." Such was Catesby Ap. R. Jones, the executive officer on *Merrimac*.

On the Roads the whole scene was changed. A pall of black smoke hung about the clean-cut outlines of the shore. Down the river were the three frigates *St. Lawrence*, *Roanoke*, and *Minnesota*, also enveloped in the clouds of battle that now reflected the crimson lightnings of the god of war. *Cumberland's* masts were protruding above the water. *Congress* presented a terrible scene of carnage.

Our gunboats *Beaufort* and *Raleigh* were signaled to take off the wounded and set fire to *Congress*. They were driven away by sharpshooters on the shore, who suddenly turned their fire on us, notwithstanding the white flag of *Congress*. Buchanan fell, severely wounded in the groin.

As he was being carried below he said to Executive Officer Jones: "Plug hot shot into her and don't leave her until she's afire. They must look after their own wounded, since they won't let us." This was characteristic of the man; it must be remembered that his own brother, McKean Buchanan, was paymaster on *Congress* and might have been numbered among the wounded.

We had kept two furnaces for the purpose of heating shot. They were rolled into the flames on a grating, rolled out into iron buckets, hoisted to the gun decks, and rolled into the guns which had been prepared with wads of wet hemp. Then the gun would be touched off quickly and the shot sent on its errand of destruction.

Leaving *Congress* wrapped in sheets of flame, we made for the three other frigates. *St. Lawrence* and *Roanoke* had run aground but were pulled off by tugs and made their escape. *Minnesota* was not so fortunate, but we drew 23 feet of water and could not get near enough to destroy her, while our guns could not be elevated owing to the narrow embrasures, and their

MERRIMAC STRIKES

range was only a mile. So we pulled off and made for our moorings at Sewall's Point.

All the evening we stood on deck watching the brilliant display of the burning ship. Every part of her was on fire at the same time, the red-tongued flames running up shrouds, masts and stays, and extending out the yard-arms. Every now and then the flames would reach one of the loaded cannon and a shell would hiss at random through the darkness. About midnight came the finale. The magazines exploded, shooting up a huge column of firebrands hundreds of feet in the air, and then the burning hulk burst asunder and melted into the waters, while the calm night spread her sable mantle over Hampton Roads.

3

From Long Island *Monitor* arrived during the night, unknown to us, and anchored near the stern of *Minnesota*, her lighter draught enabling her to do so without danger. If we had known we were to meet her, we would have at least been supplied with solid shot for our rifled guns. We might even have thought it best to wait until our iron beak, lost in *Cumberland's* side, could be replaced. Buchanan was incapacitated by his wounds, and the command devolved upon Lieutenant Jones.

We left our anchorage shortly before eight o'clock next morning and steamed across and up stream toward *Minnesota*, thinking to make short work of her and soon return with her colors trailing under ours. We approached her slowly, feeling our way cautiously to the edge of the channel, when suddenly, to our astonishment, a black object that looked like the historic description, "a barrel-head afloat with a cheese box on top of it," moved slowly out from *Minnesota* and boldly confronted us. Both ships looked queer and grotesque.

And now the great fight was on, a fight the like of which the world had never seen. We hovered about each other in spirals, gradually contracting the circuits until we were within point-blank range, but our shell glanced from *Monitor's* turret just as hers did from our sloping sides. For two hours the cannonade continued with no perceptible damage to either of us.

On our gun decks all was bustle, smoke, grimy figures, and stern commands, while down in the engine and boiler rooms the sixteen furnaces were belching out fire and smoke, and the firemen standing in front of them, like so many gladiators, tugged away with devil's-claw and slice-bar, coaxing more and more intense combustion and heat. The noise of the crackling, roaring fires, escaping steam, and the loud and labored pulsations of the engines, together with the roar of battle above the thud and vibration of the huge masses of iron which were hurled against us produced a scene and sound to be compared only with Dante's picture of the lower regions.

And then an accident occurred that threatened our destruction. We stuck fast aground on a sand-bar.

Our situation was critical. *Monitor* could, at her leisure, come close up to us and yet be out of reach, owing to our inability to deflect our guns. In she came and began to sound every chink in our armor—that is, every one but that which was really vulnerable.

The coal consumption of the two days' fight had lightened our prow until our unprotected submerged

deck was almost awash. The armor on our sides below the waterline had been extended only about three feet, owing to our hasty departure before the work was finished.

Lightened as we were, these exposed portions rendered us no longer an ironclad, and *Monitor* might have pierced us between wind and water had she depressed her guns.

Fearing that she might discover our "Achilles heel," we had to take all chances to get off the bar. We lashed down the safety valves, heaped quick-burning combustibles into the already raging fires, and brought the boilers to a pressure that would have been unsafe under ordinary circumstances. The propeller churned the mud and water furiously, but the ship did not stir. We piled on cotton waste, splints of wood, and anything that would burn faster than coal. It seemed impossible that the boilers could stand the pressure we were crowding on them.

Just as we were beginning to despair there was a perceptible movement, and *Merrimac* slowly dragged herself off the shoal by main strength. We were saved.

Before our adversary saw that we were again afloat, we made a dash for her, catching her quite unprepared, and tried to ram her. But our commander was dubious about the result of a collision without our iron-shod beak, and gave the signal to reverse the engines long before we reached *Monitor*. As a result I did not feel the slightest shock down in the engine room, though we struck her fairly enough.

The carpenter reported that the effect was the springing of a leak forward. Lieutenant Jones sent for me and asked me about it. "It is impossible that we can be making much water," I replied, "for the skin of the vessel is plainly visible in the crank-pits."

A second time he sent for me and asked if we were making any water in the engine room. "With two large Worthington pumps besides the bilge injections, we could keep her afloat for hours, even with a ten-inch shell in her hull," I assured him, repeating that there was no water in the engine and boiler rooms.

We glided past, leaving *Monitor* unscathed instead of ramming her hard, and got between her and *Minnesota*, opening fire on the latter. *Monitor* gallantly rushed forward to her rescue, passing so close to our submerged stern that she almost snapped off our propeller. As she was passing—so near that we could have leaped aboard of her—Lieutenant Wood trained the stern gun on her when she was only twenty yards from its muzzle and delivered a rifle-pointed shell which dislodged the iron logs sheltering *Monitor's* conning tower, carrying away the steering gear and signal apparatus, and blinding their Captain Worden.

It was a mistake to place the conning tower so far from the turret and the vitals of the ship. Since that time it was located over the turret. *Monitor's* turret was a death trap. It was only twenty feet in diameter and every shot knocked off boltheads and sent them flying against the gunners. If one of them barely touched the side of the turret he would be stunned and momentarily paralyzed. One of the port shutters of *Monitor* had been jammed, putting a gun out of commission, and there was nothing for her to do but retreat and leave *Minnesota* to her fate.

Captain Van Brunt of *Minnesota* thought he was now

doomed and was preparing to fire his ship when he saw *Merrimac* also withdrawing, toward Norfolk.

Our captain had consulted with some of his lieutenants. He explained afterward that since *Monitor* had proved herself so formidable an adversary, he had thought best to get a supply of solid shot, have the prow replaced, the port shutters put on, the armor belt extended below water, and the guns whose muzzles had been shot away replaced, and then renew the engagement with every chance of victory. I remember feeling as though a wet blanket had been thrown over me. His reasoning was doubtless good, but it ignored the morale effect of leaving the Roads without forcing *Minnesota* to surrender.

As *Merrimac* passed up the river trailing *Congress'* ensign under the Confederate stars and bars, she received a tremendous ovation from the crowds that lined the shores, while hundreds of small boats, gay with flags and bunting, converted our course into a triumphal procession.

4

We went into drydock that very afternoon, and in about three weeks were ready to renew the battle upon more advantageous terms, but *Monitor*, though reinforced by two other ironclads, *Galena* and *Naugatuck* and every available vessel of the United States Navy, was under orders to refuse our challenge and to only bottle us up in the Roads. This strategy filled us with rage and dismay, but it proved very effective.

Our new commander, Commodore Josiah Tatnall, was burning to distinguish himself but he was under orders not to risk destruction or capture of *Merrimac* by leaving the Roads, since General Huger's Confederate Army division at Norfolk would then be at the mercy of the Federal fleet.

Week after week was passing and with them Tatnall's golden opportunity. At last we went to Richmond and pressed a plan for a sortie upon the President. Tatnall returned one afternoon and ordered every one aboard. That night we slipped down the Roads and were soon passing Fort Monroe on our way out into the Chesapeake.

Presently our Army signal officer began waving his lantern communicating with our distant batteries. He told the result to Executive Officer Jones, who reported to the Captain. "We have been ordered to return, sir."

Tatnall was viewing the dim outlines of the fort

through his glasses and pretended not to hear what his officer had said.

"The order is peremptory," repeated Jones.

Tatnall hesitated. He was of half a mind to disobey. "Old Huger has outwitted me," he muttered. "You do what you please—I leave you in command. I'm going to bed." He went below in high dudgeon.

Tatnall was a striking looking man, standing over six feet, with florid complexion, deep sunken blue eyes, and a protruding under lip. That he did not have a chance to fight was no fault of his.

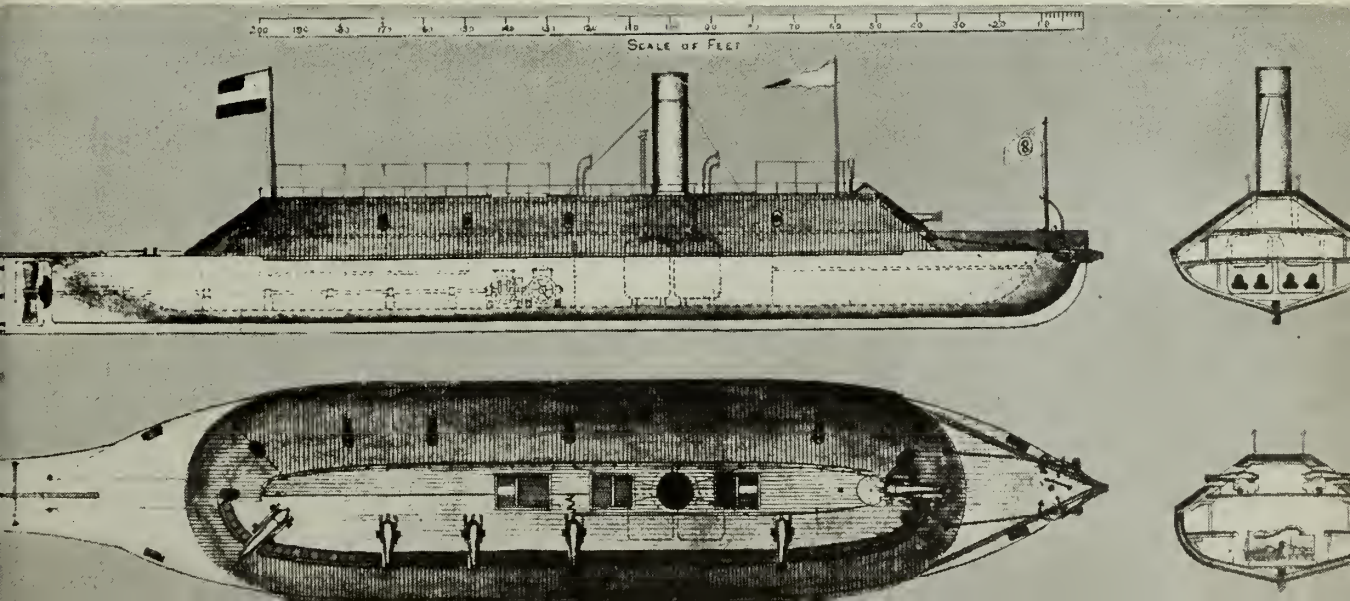
Soon Norfolk was being evacuated and we were covering Huger's retreat. When this was effected we were to receive the signal and to make our own way up the James. Norfolk was in Federal hands, and Huger disappeared without signaling us, when our pilots informed us that Harrison's Bar, which we must cross, drew only eighteen feet of water. Under their advice, on the night of May 11th, 1862, we lightened ship by throwing overboard all our coal and ballast, thus raising our unprotected decks above water. At last all was ready . . . and we found that the wind which had been blowing downstream all day had swept the water off the bar!

When morning came the Federal fleet would discover our defenseless condition, and defeat and capture were certain, for we were now no longer an ironclad.

It was decided to abandon the vessel and to set her on fire. We took *Merrimac* to the bight of Craney Island, and about midnight the work of disembarking the crew began. We had only two boats, and it was sunrise before our 350 men were ashore. Cotton waste and trains of powder were strewn about the deck, and Executive Officer Jones, who was the last to leave the ship, applied the slow match. Then we marched silently through the woods to join Huger, 15 miles away at Norfolk.

Still unconquered, we hauled down our drooping colors, their laurels all fresh and green, with mingled pride and grief. We gave her to the flames and set the lambent fires roaring about the shotted guns. The slow match, the magazine, and that last, deep, low, sullen, mournful boom told our people, now marching far away, that their gallant ship was no more.

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TAFFRAIL TALK

GUARDING one side of a Navy chief's house near NAS Patuxent, Md., is a log barrier that rivals the best tank traps and boat cribs of the past world war. It was built by D. M. Burr, ADC, usx, after two automobiles made unceremonious entrance onto his land.

The chief's house is near a highway turn that autos frequently take at high speed. One night a car jumped the road, slammed through the living room, and came to a stop in the bedroom where the chief and his wife were asleep. They were unhurt, but the house and furniture were damaged to the extent of \$2,500.

Six days later, with the repairs barely finished, another car left the road at the same place, smashed through the chief's rebuilt fence, and jolted to a stop against a tree in the yard.

That was too much. The exasperated chief rounded up some



help and sank more than 15 sturdy logs end-wise into the ground between the house and the road. These were diagonally braced with other logs, and the whole thing, Burr says, is "something substantial enough to keep the traffic out of my living room."

★ ★ ★

In one case we know of, a man was given a medical discharge from the Navy as being "physically unfit by reason of allergy."

Seems that the man came into the Navy in the summer and went to the Canal Zone after recruit training. Completing his tour there, he returned to the States where he was required to wear, for the first time, his Navy blues.

Almost immediately, rash and inflammation broke out all over his body. The Navy finally gave him a discharge for being allergic to the blue uniform.

★ ★ ★

From St. Albans hospital in Long Island, N. Y., we learn that Leon Walter, HMC, usN, who as chauffeur of the hospital's station wagon had seen 11,111.1 and 22,222.2 miles turn over on the speedometer, climbed out of the driver's seat and figured it was time to put in for transfer when it read exactly 33,333.3 miles.

It came through, too—now he's on board *uss Furse* (DDR 882).

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles of general interest may be forwarded to the Editor.

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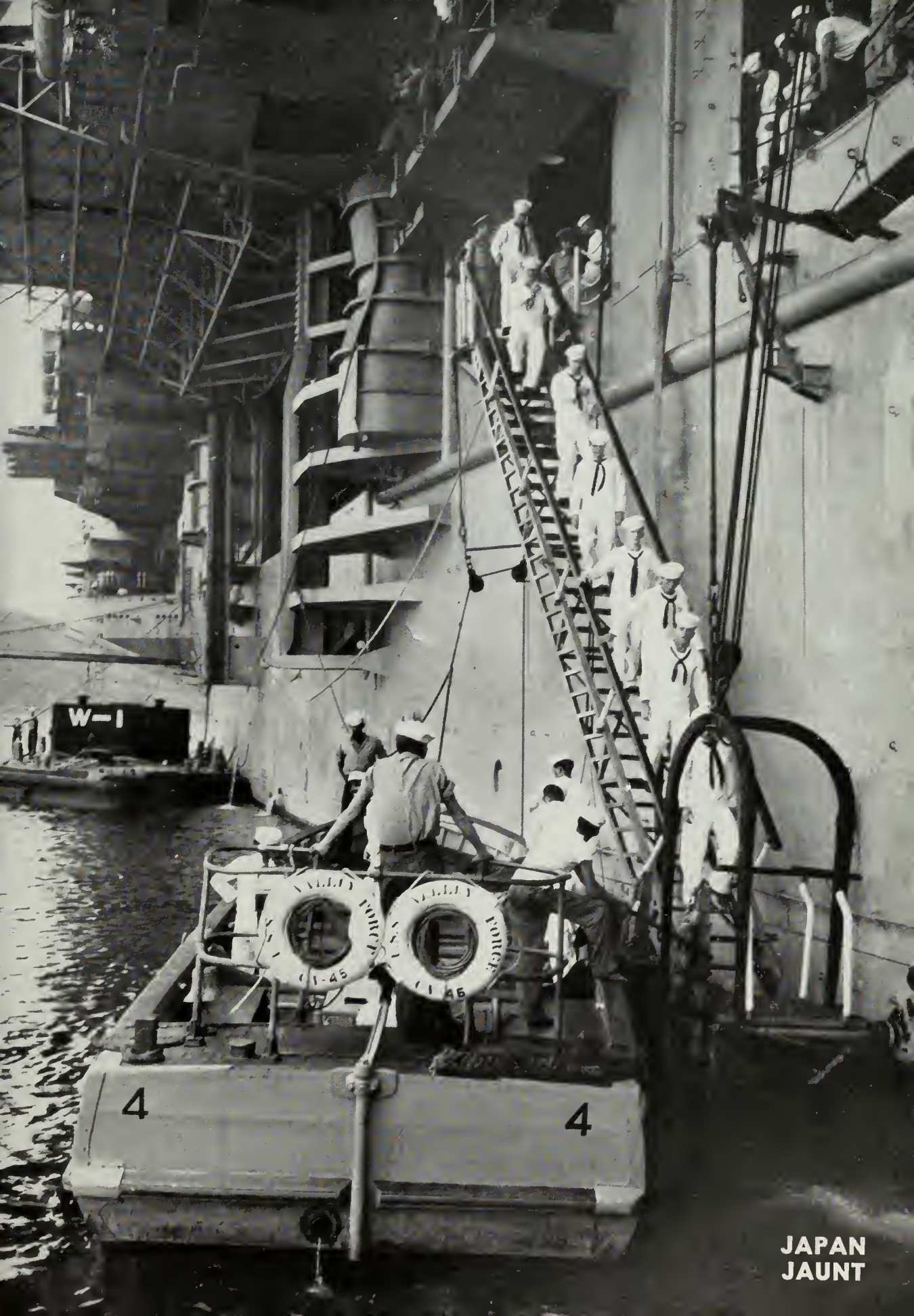
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REFERENCES made to issues of **ALL HANDS** prior to the June 1945 issue apply to this magazine under its former name, *The Bureau of Naval Personnel Information Bulletin*. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• **AT RIGHT:** A liberty party leaves the carrier *USS Valley Forge* (CV 45) in Sasebo Harbor, Japan. For an interesting article on liberty in Japan see *All Hands*, January 1951, p. 14. ➔



**JAPAN
JAUNT**



**DON'T
TALK**

**KEEP VITAL
INFORMATION
TO YOURSELF**

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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for 10 readers. All should
see it as soon as possible.
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NAVPERS-O

MARCH 1951



SERVICE STATION

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MARCH 1951

Navpers-0

NUMBER 409

VICE ADMIRAL JOHN W. ROPER, USN
The Chief of Naval Personnel

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• FRONT COVER: Symbolic of the Navy's set-to-go reputation and spirit, four members of the M Division clean up one of the four huge, hard-driving screws of USS *Kearsarge* (CV 33).

• AT LEFT: The destroyer tender USS *Yellowstone* (AD 27) is shown at Augusta Bay, Sicily, where she was engaged in repairing destroyers operating in the area and giving minor services to submarines. The ships are, from left to right: USS *Sea Robin* (SS 407), USS *Torsk* (SS 423), USS *Sea Leopard* (SS 483), USS *Burrfish* (SSR 312), USS *Yellowstone* (AD 27), USS *John R. Pierce* (DD 753), USS *Barton* (DD 722) and USS *Shea* (DM 30). In background is USS *Harry F. Bauer* (DM 26).

Credits: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated.



BOAT CREW hops on deck as LCVP is hoisted to rail of an attack cargo ship during underway training exercises.

Underway Training Teaches Ship Teamwork

ONE OF THE things that keep this Navy of ours going is training.

When a Navyman hears the word "training," he may visualize sailors sitting in a classroom, listening to an instructor. Also, he may think of the division officer aboard ship giving "the word" to his own group of men, whom he sees every day of the year.

Here's another kind of training, something like both of the kinds just mentioned, but not exactly like either of them. It's the training conducted by groups of men which are known as "underway training units."

As married men well know—and as single men may remember—things are different in a home when company comes. They are even different *before* company comes, if the visit is fore-known. The vacuum cleaner makes a speed run around the living room rug; the children get a briefing on the subject of manners. Everyone is likely to be more "on the ball" during the visit, and afterward too, than he would have been had the family simply rooked along as an air-tight unit.

The situation aboard ship is

somewhat similar, and underway training units can be considered the "company"—a delegation of visiting school teachers. To make their stop-overs especially valuable, UTUs give tips on better management as they

go along, and end up by filling out a report card on their host.

The training given by UTUs varies with the class of ship, but has a basic purpose which doesn't vary. It is "to afford ships a course of training which will bring them to the highest degree of operational readiness in a given period of time."

Fundamentally, the training falls into two categories — shakedown training, and refresher training. Shakedown training is designed to train newly organized crews in operating their ship and to familiarize them with their ship in general. Refresher training, as the name implies, is instruction designed to restore a crew's former proficiency and to train new members of the crew to take their place in the team. It would be especially valuable after a prolonged shipyard overhaul or similar period of inaction. As a rule, a shakedown training period is longer than a refresher training period, but both types vary. While the shortest course may be less than a week in length, the longest will take more than a month.

Commander, Training Command, U.S. Atlantic Fleet, and Com-



DRY RUN—A simulated fire drill is staged by damage controlmen under watchful eye of a CPO instructor.

mander, Training Command, U.S. Pacific Fleet, have the overall responsibility for conducting this training. Commanders of the various underway training units serve as representatives of Commander, Training Command, in their respective areas.

Underway training units are made up of both officers and enlisted men. These people—the ones who go aboard the ships—are known as inspector-instructors and as “ship-riders.” Each is skilled and experienced in at least one phase of ship operation; all of them are picked men.

Now to take a look at an imaginary attack cargo vessel *uss Pastoral* (AKA 789), just out from nine weeks in the Norfolk Navy Yard. She has steamed to Guantanamo Bay, shaking down a bunch of new crew members and conducting a few drills on the way. After awhile she will go on a fairly steady run from Hampton Roads to Europe, but not just yet. First comes some refresher training under guidance of the Underway Training Unit at Gitmo.

The first thing that takes place is an arrival inspection. That’s a sort of preliminary sizing-up by the underway training unit to see if the ship’s crew is prepared to undertake the type of training which has been specified for the ship by higher authority. The basic organization of the ship’s company comes under examination, as does the ship’s administration procedures and the crew’s state of training.

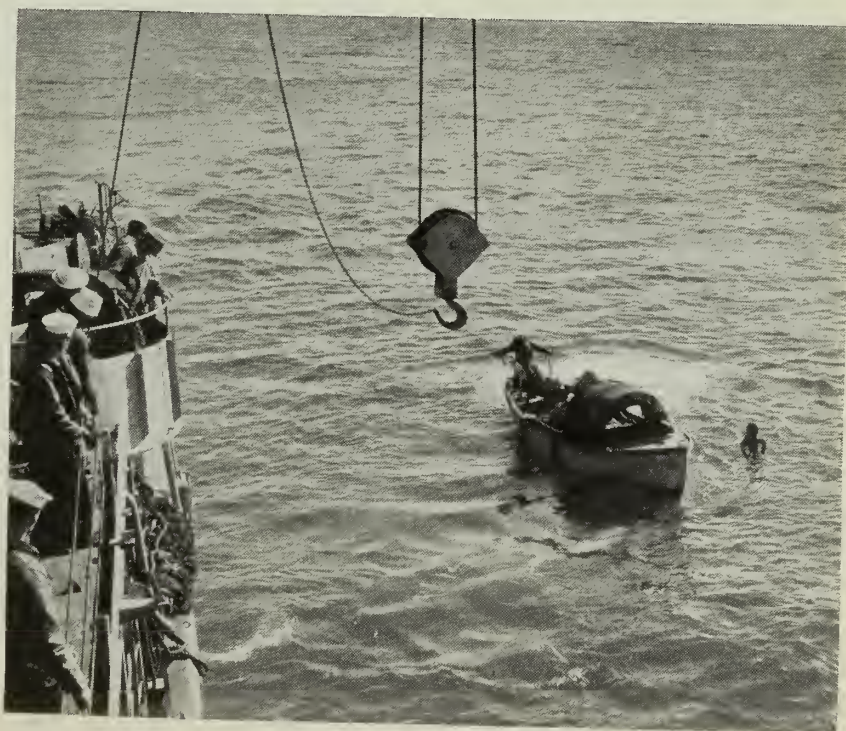
After the arrival inspection there is a get-together between the inspecting team and the ship’s officers. This is called a critique, and amounts to a general frank discussion of what has been observed so far. The commander of the Underway Training Unit now receives reports from his inspectors as to the state of readiness of each shipboard department.

Pastoral, it turns out, is in a state of readiness where she can utilize the training that the UTU is prepared to offer. What cooks now?

Well, the next thing on the fire is a conference. It’s an arrival conference, which will be held at headquarters of the underway training unit, ashore. Here, officers of the ship and personnel of the training unit outline and discuss the course



ANTI-AIRCRAFT crew is checked out during mock air attack. Below: Coxswain maneuvers motor whaleboat to pick up a dummy during man overboard drill.





SHIP'S CHOW gets taste test from a salty connoisseur. Preparation and serving of battle mess gets a high priority from Navy's shakedown shipriders.

of training that the ship will go through.

"You may have noticed we're a little weak in both communications and engineering," the captain says. "The deck force is sharp on seamanship; most of our other departments are coming along pretty well, too—except that the sick bay could stand a little prompting." These words bear out what the underway training unit men have already observed, to a large extent. The skipper may be a little over-optimistic in a fatherly sort of way, but he knows there's room for improvement.

Another ship in for attention by the UTU at the same time is stronger in communications and engineering, fortunately. That will make extra inspector-instructors in these fields available to *Pastoral*. But the other ship is also somewhat below par in the medical department. It will take careful planning to find enough shipriders to go around, there. Such planning, of course, is what arrival conferences are for.

Now, to sea—with the shipriders aboard. And the man who has said, "I don't like anybody looking over *my* shoulder," or "I won't tolerate any outside advice," or "Nobody's going to tell me how to do *my* job" might just as well change his tune. While the inspector-instructors are "right guys," they're not "easy

marks." They won't spend the day hiding out, and they won't look the other way when somebody sluffs off. They're experienced in their job, and they're doing what they're aboard to do.

A little more about these teams—

Almost all the enlisted men in the UTUs are CPOs or PO1s. Besides demonstrating proficiency in their

rating specialties, they have completed a course at the Navy's instructor school to learn approved methods of teaching. After that, they took part in an "intra-unit" training period in company with qualified inspector-instructors.

While, like the members of a household, members of a ship's crew may not notice inefficient practices of long standing—the visiting teacher will. Good can come of it only if the visitors do something about it. What they do is tell the erring personnel about their errors and tell them what the right way would be.

In Guantanamo, where it's just a little way to the operating area, *Pastoral* will come in each night and the shipriders will go ashore. If the training period were taking place in Chesapeake Bay, with the underway training unit based in Norfolk, shipriders would be likely to stay aboard a week at a time. Shiprider duty used to be considered shore duty, but was changed for obvious reasons to sea duty. A UTU man will often spend more time at sea per year than would a person stationed aboard a specific ship and detailed to other types of duty.

The bigger part of a week goes by, and how are things going with *Pastoral* these days?

To tell the truth, they're going rather busily. Monday the ship



SICK BAY and first aid stations are also graded for operational readiness. Shipriders, most of whom are Chiefs, spend more time afloat than ashore.

cruised along in a calm sort of way, but there was much ado in the engine room, the sick bay and the radio shack. Tuesday the accent was on operations, with a couple of smaller ships joining the activities to help create tactical problems. (The underway training unit had arranged for these ships, without any trouble to *Pastoral's* officers.) Wednesday brought some activity on the part of the ship's gunnery department, with the UTU furnishing the targets and pointing out the area for shore bombardment.

Thursday was devoted more strongly to engineering and operations again, with the sick bay once more coming in for its share of special attention. Friday the damage control parties went through a workout; and the chief yeoman picked up some new pointers on the use of job code numbers. No day was devoted to one department exclusively, and even the departments which were classed as strongest came under some instruction.

Suddenly, it seems, the training period is approximately half over. The skipper would like to know how his officers and crew are progressing, and so would the UTU. So, at about this time, what is known as a "mid-term battle problem" is usually held. The purpose of this is to determine the progress of the ship and to show up any weaknesses which may not have been uncovered as yet. In addition, the battle problem will show just how well the ship functions as a team under battle conditions—as near as battle conditions can be approached with safety.

Various kinds of "hits" are imposed on the ship—shells, bombs, torpedoes—with the resulting "damage" depicted as realistically as possible by the UTU inspection party. Some of damage is simulated; some is temporarily real. Fires aren't actually started, but a compartment full of smoke from a smoke-pot gives a good imitation of a real fire.

Now the mid-term ordeal is over, and there follows the inevitable critique. While it may be unpleasant, the criticism is constructive and impersonal. At any rate, the captain and his officers soon know what their strong points and weaknesses are—and fortunately there is still time left to correct them.

A schedule for the latter part of the training period is now set up,



BATTLE PROBLEM—Shiprider eyes gun crew as men load a 40-mm. prior to firing at attacking 'enemy'. Mock battle marks final phase of training program.



GETTING UNDERWAY an instructor gives lowdown to two engineers. Below: Operations completed, shipriders compare notes, make progress records.





DIM LIGHTS and soft music cast a spell over the dancers as personnel at mine warfare school, Yorktown, Va., celebrate school's tenth anniversary.

Yorktown Mine School Marks Its 10th Birthday

A dance for all hands, during which there were speeches, candle-lighting and cake cutting, highlighted a 10th anniversary celebration at Naval Schools, Mine Warfare, Yorktown, Va.

The school's decade of history dates back to 6 Jan 1941, when the first student body convened with an enrollment of 50 officers and 175 enlisted men. During the years which followed, more than 15,000 persons obtained training there in various phases of mine

warfare. This number has included, besides U. S. Navymen, student ninemen from Great Britain, Canada, Australia and several nations in South America and on the continent of Europe.

At the school's birthday party, the youngest arrival on board was called front and center to light the 11th candle after others had torched off the first 10. The 11th light, "one to grow on," was, in effect, a toast to future students and the school's future.



NEXT DAY it is work as usual as trainees turn once more to solving the intricate mechanisms of explosives like these Mark 51 controlled mines.

somewhat similar to the schedule for the first part but designed to overcome and correct the deficiencies and weaknesses that have been found.

However, no one phase is emphasized to the exclusion of others, nor emphasized too long at a time. If two weeks of antisubmarine warfare training were to be included—as it might be in the case of a DE, for instance—it would be sifted in among the other training. It would lengthen the three-week course out to five weeks, but wouldn't come all in one stretch.

And safety. That's emphasized throughout. A shiprider will call the CO's attention to any unsafe method used by any department.

Throughout the training period, instructors and trainees hold a conference each week to discuss the coming week's training schedule. At the completion of training, each ship gets a departure inspection which usually includes a battle problem similar to the mid-term problem. In addition, there are various other kinds of exercises included in the departure inspection — man-over-board, abandon ship, fire and rescue, towing ship, shore bombardment, and others. Sometimes a ship's type commander may specify that the ship's graduation exercise include a full-scale military inspection. In this, the personnel and the ship both get a thorough going-over, from shoe shines to haircuts and "house-keeping." In any case, there follows the critique — this time it represents the final going-over the ship will get from the UTU.

The departure inspection helps determine the success of the training period; the critique outlines conclusions for the benefit of the ship's company. Each department is given an individual grade and the grades are used in combination to show the effectiveness of the entire ship after training.

A final report goes from the training group to the ship's type commander, and—it's all over. For *Pastoral*, this session with an underway training unit is finished, and the ship is better prepared to fill her Navy niche than she was. For the underway training unit—well, there's another ship in the offing. It's a CVE this time, just out of mothballs. It'll be a shakedown job. Arrival inspection Monday.—W. R. Bryan, J02, USN.



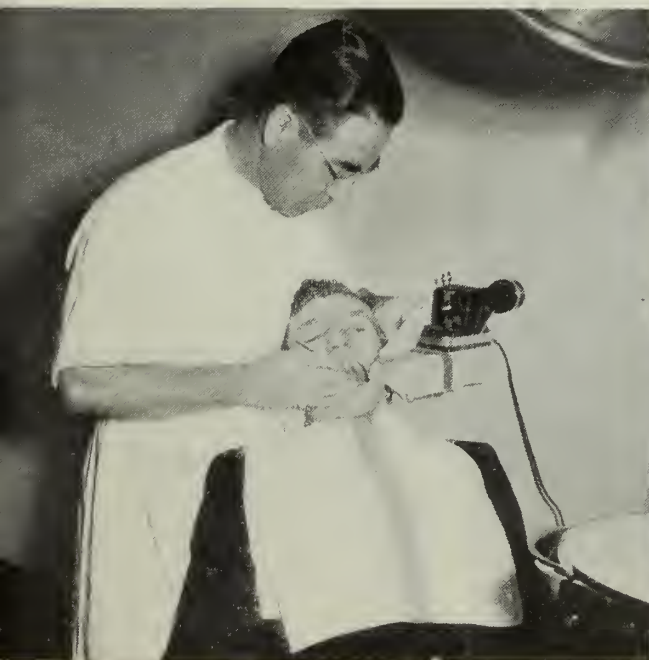
Neophyte Officers

THE NAVY'S FIRST indoctrination school for newly commissioned Naval Reserve Officers to go into operation since World War II has opened its gates.

Half of its first class was made up of former enlisted men of the Navy and Naval Reserve who had earned their college degree and who met other requirements for a commission. Others were commissioned directly from civilian life.

The new school is located on the rolling grounds of the General Line School, Monterey, Calif.

Pictured here (reading clockwise from upper left): A storekeeper doles out a supplementary issue of clothing; the new officers are issued their mess cards; a new arrival gets "mugged; two trainees shop for a second uniform; and a lately arrived ensign gets the inevitable dental check-up.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **ADVANCE NOTICE**—The four months' advance notice previously given Marine Corps Reservists is no longer possible under present emergency conditions.

Those now being called up are given five days after receiving their orders in which to take their physical examinations. If found qualified, Reservists are allowed 25 additional days, plus travel time, before reporting to active duty stations.

• **DOSIMETERS** — Some confusion has arisen over the dosimeters that are worn by personnel in radiological defense work. These instruments tell a person only how much radiation he has been exposed to—they do not ward off the radiation.

Each man in a decontamination party will probably be required to wear one of these dosimeters. Although the Navy has in the past recommended that a man serving

in a decontamination party wear two different dosimeters (*ALL HANDS*, January 1951, p. 8), several new dosimeters are under investigation which may prove to be the all-purpose instrument the Navy wants.

• **RESERVISTS' ASSIGNMENTS** — For the benefit of Reservists who might be confused by the Navy's assignment of Reserve emergency service ratings to fill general service billets when necessary, the following clarification is offered. The case arose when a TEMCA, ordinarily assigned to postal duties, was called upon to fill a TE general service billet and wrote a letter to *ALL HANDS* asking for clarification.

All emergency service ratings cover occupational areas narrower than that of the parent general service rating to permit more specialization and to permit utilization of civilian skills and occupations with a

minimum of additional training. Upon mobilization, the emergency service rating structure would be put in effect for all enlisted men.

Although this is not a time of mobilization, the international situation calls for a planned, orderly expansion of the Navy to meet an increase in authorized strength. Hence the peacetime general service rating structure has been retained.

Since this planned expansion has necessarily been accelerated by immediate and urgent requirements, permitting no time for training prior to assignment, and since the utilization of Reservists to meet these requirements is a temporary measure awaiting ultimate replacement by Regular Navy personnel when available, the Bureau of Naval Personnel has provided for the retention by Reservists of their current ratings whether general service or emergency service.

It was necessary at the same time, therefore, to authorize commandants to utilize both general service ratings and associated emergency service ratings in meeting their quotas.

Notwithstanding the concept of the emergency service rating, it is reasoned that in the event of unbalance resulting from such a procedure,

Shipmates Erect Memorial to Three Crew Members of Destroyer

Three men who fought and died in *uss Farenholt* (DD 491) during World War II have been honored

by shipmates who erected and dedicated a memorial bearing their names at the U. S. Naval Training

Center at San Diego, California.

On 11 Oct 1942, *Farenholt* became the Navy's first casualty during the Battle of Cape Esperance in the Solomon Islands. The ship received two six-inch hits, killing Arba E. Napier, CTM(PA), USN; Mack Buchanan, BM2, USN; and Robert Serafini, S1, USNR.

A memorial fund was raised toward the erection of a permanent navigational aid in Espiritu Santo, where the men were buried. After the war, however, it was decided to erect a bronze plaque and facsimile navigational aid at the Naval Training Center, where it could serve as an inspiration to others as well as a memorial to those who died.

Three men who were aboard *Farenholt* during the battle were on hand to unveil the monument. They were Lieutenant Donald T. Chinn, USN; Carpenter Raymond G. Valentine, USN; and Irvin E. Dunbar, FPC, USN.



SHIPMATES of three enlisted men killed aboard *USS Farenholt* (DD 491) in Battle of Cape Esperance at dedication of memorial at San Diego, Calif.

12 Men On Board Tin Can Ship Over for 72 years

Bombardment duty off the coasts of Korea didn't keep 12 crewmen on board *uss Zellars* (DD 777), from shipping over for a total of 72 years.

While a slight drizzle dampened the decks of the destroyer, the men took the oath of enlistment. When the brief ceremony was over, they changed from their dress blues into dungarees and resumed their usual tasks.

Zellars participated in the re-deployment of United Nations forces at Hungnam.

personnel holding emergency service ratings are the most likely candidates for assignment, in the absence of specially qualified personnel, to the general duties of the general service rating.

In practice, it has been necessary in many cases to assign personnel holding emergency service ratings, including TEM, to duties pertinent to the corresponding general service ratings, but beyond the scope of the particular specialty involved. Such assignments are made as a necessary compromise and not as the result of error, which some Reservists may have been led to believe.

• **GI BENEFITS**—The specific date upon which a serviceman lost his life has no bearing on the eligibility of his widow for a GI loan under the Housing Act of 1950, according to a Veterans Administration ruling.

The new Act entitles unmarried widows of men who lost their lives from service-connected causes, either in or after service, to the GI Bill loan benefits for which their husbands would have been eligible if they had lived.

Administrator's Decision No. 864 dispels any doubt as to the eligibility of those who became widows after 25 July 1947—the date established as the end of World War II for GI Bill purposes.

Therefore, the widow of a member of the armed forces with World War II service who gives his life in Korea may be entitled to a GI loan. A widow would also be entitled to a loan if her husband dies from service-connected causes and she makes application at any time

before 25 July 1957, when the GI loan program expires.

The veteran must meet the service requirements, however. They are as follows:

- Active duty at any time between 16 Sept 1940 and 25 July 1947.
- An other-than-dishonorable discharge.
- At least 90 days' total service—unless discharged under 90 days for line-of-duty disabilities.

• **IN SHARP FOCUS**—So that its in-service education and its public relations can be of the best, the Navy desires that its photographers—still and motion picture photogs alike—stay consistently “on their toes.”

As part of the Navy's efforts in that line, the Bureau of Aeronautics issues periodically to the Fleet a publication known as *Photography Technical Bulletin* (NavAer 10-1R). Eighteen of the bulletins were issued from the Naval Photographic Center at Anacostia, D.C., last year, designed for eventual binding. A revised edition of the 125 bulletins which have gone out since 1942 is now being compiled. In addition, the Naval Photographic Center plans to resume publication of a *General Information Bulletin*—a general-interest photo news bulletin such as was circulated to Navy cameramen in the latter years of World War II.

A late 1950 issue of the *Photography Technical Bulletin* covered the subject of motion picture news-reel technique. In a brisk and informal but very informative manner it discussed “common faults,” “hints for improvements,” “composition,” “angles,” “lighting,” and many other facets of the news cameraman's job.

• **FLIGHT TRAINING**—Naval Reserve nurses on active duty, with the rank of ensign and lieutenant, (junior grade) are eligible for flight nurse training if they are not more than 30 years of age. They must be now on active duty.

The training is given at Gunter Air Force Base, Montgomery, Ala., and is the same as that given to members of the Regular Navy Nurse Corps. It's six weeks in length. New increments of naval nurses report for the training at irregular intervals, as applicants become available.

Applications may be made to the Bureau of Medicine and Surgery.

QUIZ AWEIGH

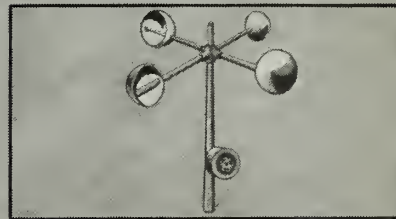
Designed for entertainment and instruction, this quiz offers a brief refresher course for personnel “in the know.” If you answer all six questions correctly, you may score yourself 4.0; five is good, four is fair, and three is below par.



Either or both of the men who wear the specialty marks shown above may be called upon to maintain a vessel's firearm machinery.

(1) The one at the left designates (a) machinery repairmen (b) boilermen (c) utilities men.

(2) The one at the right is worn by (a) utilities men (b) boilermen (c) enginemen.



(3) This instrument with its rotating hemispherical cups seen on a ship's mast yard is an (a) anemoscope (b) anemogram (c) anemometer.

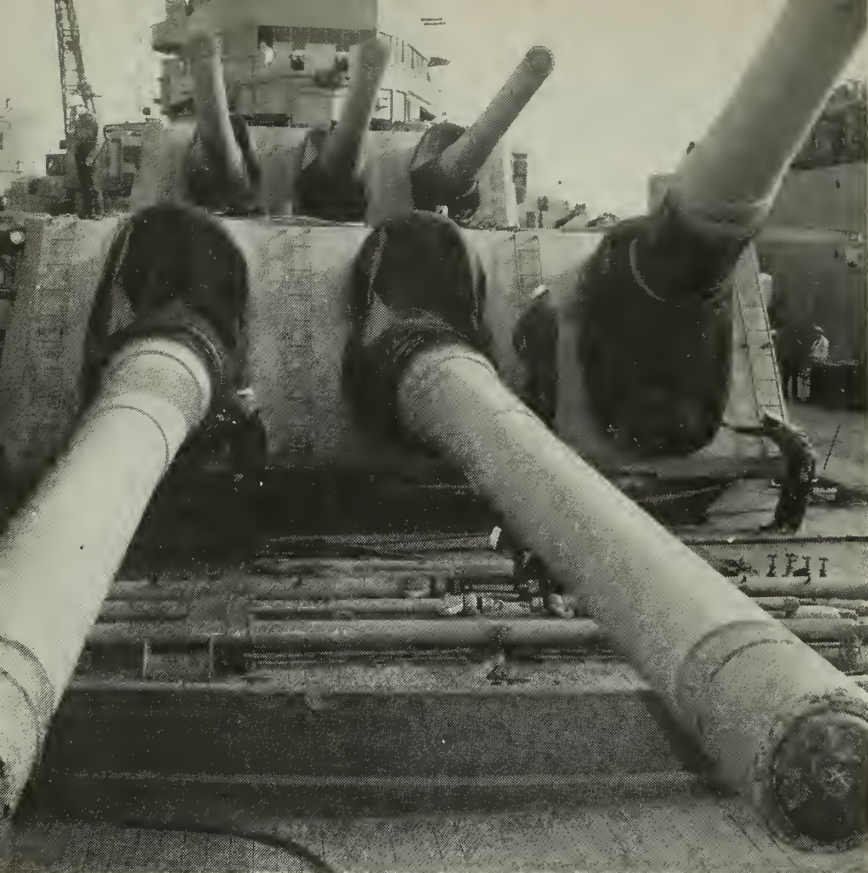
(4) Its purpose is to (a) record the speed at which a vessel is moving against the wind (b) measure the velocity of the wind (c) indicate the direction of the wind.



(5) The short, slender staff rigged at the truck of a mast (at left, shaded) from which a commission pennant or officer's personal flag is flown, is called a (a) yardarm (b) pigstick (c) trestletree.

(6) The small spar aboat the mainmast (at right, shaded) at the peak of which the national ensign is flown when a ship is underway, is called a (a) truck (b) flagstaff (c) gaff.

ANSWERS TO QUIZ ON PAGE 53



Big Guns Back

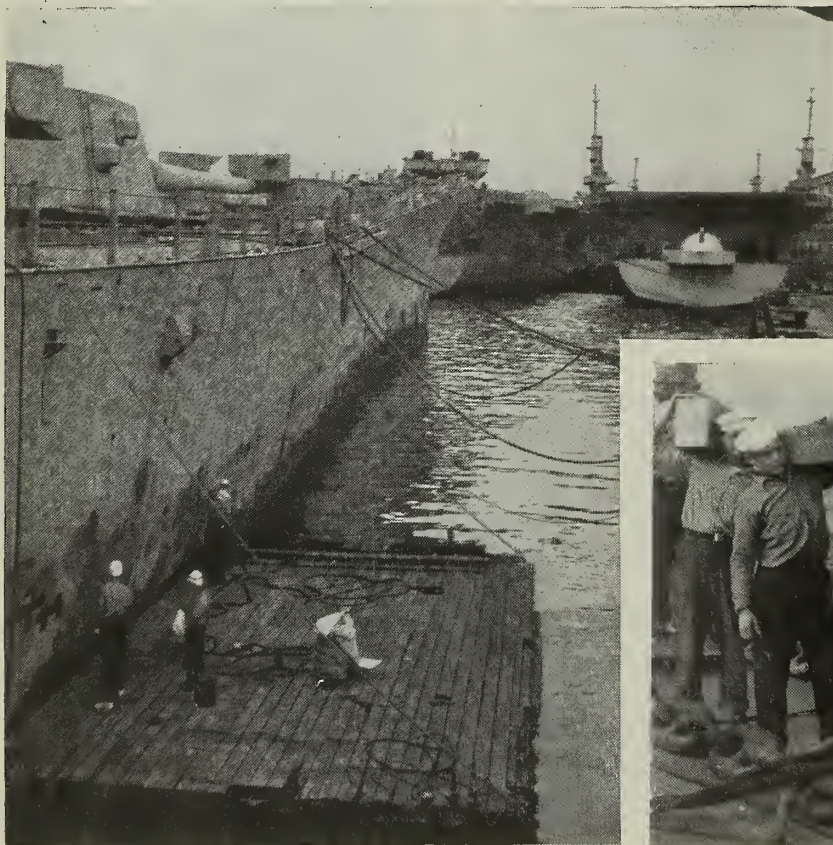
THE NAVY has begun to unlimber some of its long-range artillery. Two battleships which can propel projectiles with great accuracy many miles into the enemy lines will soon join the fighting Fleet.

They are the battlewagons *uss New Jersey* (BB 62) and *uss Wisconsin* (BB 64). A similar ship *uss Missouri* (BB 63), has carried out many missions of shore bombardment and has supported two amphibious operations during the Korean action.

The cobwebs which had gathered about *New Jersey* during the ship's three years of idleness were cleared away at the Naval Shipyard in Bayonne, N. J., where the battleship underwent demothballing.

Doors, hatches and ports which had been tightly sealed up were broken open and dehumidification machines were hauled out. These

BIG GUN of the Fleet, battleship is reactivated. Above: Gunners mates inspect gun 'bloomers.' Below: Painters touch up. Below right: Loading supplies.





Active Duty

machines had enabled the ship to "breathe" while it was laid up.

Containers of silica gel which were used to absorb moisture in inaccessible places like water or fuel tanks were brought topside. Next came many pieces of equipment such as 20-mm. and 40-mm. gun barrels which had been stowed for safekeeping in *New Jersey's* moisture-proof innards.

As men began to report aboard to take the giant ship to sea, the familiar paint-chipping began in earnest.

Although no full report was yet in, it seemed certain that the Navy's mothball program had provided the Fleet with quick replacements in a minimum of time.



FIELD DAY on a huge scale gets underway as men pack slide of one of the 16-inchers. Above left: Hungry members of a working party step up for chow.



UNSEALING a 5-inch gun mount, seaman strips off plastic coating. Below Deckhands chip paint. Below left: Crewman gives bake shop a housecleaning.



Sailor-Scientists Study Guided Missiles

IN A BIG LABORATORY on the outskirts of the nation's capital, the Navy is "losing no time." In this research and development building, Navy officers and enlisted men are taking advanced on-the-job training in the newest phase of modern weaponry—guided missiles.

There, at the Applied Physics Laboratory of Johns Hopkins University, in Silver Spring, Md., scientists are engaged in guided missile research for the Navy Bureau of Ordnance. In the wake of pioneer developments in the field, naval trainees from guided missile classes at the Naval Air Missile Test Center, Point Mugu, Calif., and from shipboard and shore stations, now go to this lab for advanced training. Generally, they are men with ratings involving gunnery, electronics or skill as a machinist. Whatever their years of experience or special training, new students at the Applied Physics Laboratory find they are just approaching a vast new field of guided missile technology.

At the Applied Physics Lab—hereafter referred to as "APL"—Navy men step into laboratories which have the latest and best research equipment. First, they are introduced into this new scientific world by officers of the Naval Inspector of Ordnance Office. Then they go to work under the instruction of their naval officers

and the laboratory scientists and engineers who developed the first supersonic ramjet engine and the Navy *Aerobee*. Under such tutelage, the modern-day sailor will become a specialist in some phase of guided missile technology.

Some are assigned to work under

Advanced On-The-Job Training

In Newest Phases of Modern Weapon Given Naval Personnel

laboratory technicians on launching developments—problems in getting the supersonic guided missile off the ground. Others, under a naval officer or chief specialist, work with experts in the field of guidance—the highly complicated science of directing the missile or giving it "intelligence" so that it may find its own target.

Then, there is aerodynamics, and work with computers—electronic brains that can solve more problems in a few minutes than a room full of mathematicians could solve in a year. Many of the students go into telemetering—a system of employing electronic devices which, packed into the nose of a rocket, collect and transmit detailed data on the missile's flight and performance to recording

instruments located on the ground.

The courses, usually six months in length, include class work and lectures by naval officers and laboratory technicians, as well as instruction in shop techniques. Many of the students are assigned to the APL burner laboratory where they peer through ports in thick-walled cubicles to watch the actual operation of ramjet engines under simulated flight conditions.

It was only in 1945 that scientists at APL translated the principle of the ramjet into an actual propulsion system for guided missiles.

A ramjet is mainly a tube, open at both ends. It is launched by a rocket booster which pushes the ramjet or "flying stovepipe" to sufficiently high velocity to scoop air into the front opening and compress it by the speed. Fuel is injected and burned in the combustion chamber and exhausted out the rear of the tube. The impulse produced by escaping hot gases thrusts the device through the air. When the ramjet engine itself is operating full blast, it takes over and the booster drops off.

Boosters are usually solid-fuel rockets—much the same as the "Tiny Tim" of World War II. The study of boosters is also part of the extensive field covered at APL.

Among the most difficult studies is



OBSERVING actual operation of a ramjet engine in simulated flight, Navy trainees peer into test chamber. Man, left, checks dials while man, center, regulates fuel. Right: trainee tests equipment he will use; instructor looks on.



I. Q. TEST is given to missile by feeding it electronic information, then checking its 'replies' on the panel.

guidance. Scientists themselves have not fully mastered the problems of guidance. The subject involves intricate electronic and mathematical principles, some of which the Navy student learns about in the classroom. Officers and enlisted men alike admit that the going can be tough, but few drop out through failure to keep pace. According to the supervisor of Navy training at APL, the interest of the students is very high.

This is because they are more than

students. Since some facts cannot be found in books or lecture notes, students double as researchers. For instance, they assist in checking data on missile development with scientists and engineers. With the aid of APL members, they take readings on a variety of instruments from common meters to oscillographs.

The men make electricity and electronics accomplish things they hadn't dreamed possible before. Sometimes a small group is assigned to try to find a new electrical means for speeding up a laboratory test or function. This often requires the men to lay out several "breadboards"—complicated electrical hookups. The various components of these must be checked and rechecked to find the desired method of electrical operation. The sailor-student soon finds a whole series of challenges and problems to keep him busy. He finds at the finish that he has patterned much of the course himself, gaining self confidence and know-how simultaneously.

After completing their courses at APL, students are prepared to go to other naval or related establishments for guided missile work, or to one of the contractors associated with Johns Hopkins University Applied Physics Laboratory. The men will continue studies and on-the-job training in their special field at APL, or will go into another phase of guided missile test centers; others to industrial establishments.

Fourteen industrial organizations



ROLL CONTROL machine enables trainees to study behavior of missiles at supersonic speeds. Right: Aerobee zooms into the sky in a cloud of smoke.





MECHANO DECKING erected on USS Cedar Creek (AO 138) gives fleet oiler 12,000 square feet of space in which to transport Navy planes.

Extra Deck Enables Oiler to Ferry Aircraft

"It's a carrier. It's a cruiser. It's an I-don't-know-what," say some of our younger sailors when they see an MSTS tanker decked out with the latest thing tankers are wearing. "Decked out" is really the word for it, and no one should criticize the recruits too severely for being taken aback. When an oiler is so rigged, gone—apparently—are the low-riding well decks fore and aft of the superstructure. Stowed on a level with the fo'castle deck and the poop deck may be a great expanse of folded-wing aircraft.

Typical of the double-duty tankers are *uss Mission San Diego* and *uss Cedar Creek*, both part of the Military Sea Transportation Service. The thing that enables them to do double duty is the new wrinkle in maritime transportation known as mechano decking.

Mechano decking reminds many men of the erector sets which are dear to the hearts of mechanically-minded boys. It stands up on legs several feet high to clear ventilators, hatches, valve wheels and other top hamper.

For hauling planes, the structure's top retains an openwork effect, with special wheel chocks providing a place for the thunderbirds to sit.

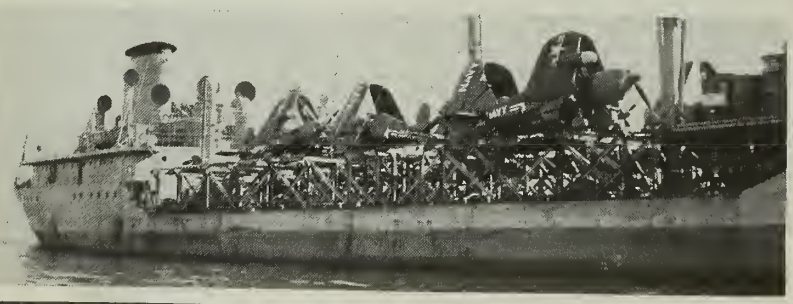
The whole thing is made of

aluminum, to help keep the ship's center of gravity where it belongs. Because no individual part weighs more than 175 pounds, two men could install mechano decking with no mechanical help except for hand tools.

About the only alteration a tanker needs in the process of becoming a part-time flattop is to have approximately 150 attachments welded onto the weather deck. These look like inverted cups, and provide something onto which the bottom of the "legs" can be bolted. They remain there permanently, although the decking and its supports can easily be removed.

In-built curvature of the ship's topside makes no difference to the mechano decking. It's compensated for in the stanchion bases, and the top of the portable deck is as level as anyone could wish. At the same time, it's not so unyielding that it's going to object to a little "working" in a heavy sea.

Installation of such a deck on a standard T-2 type tanker provides approximately 12,000 square feet of space for topside loading. Masts and stays extend down to their normal points on the ship's permanent topside. Enough space is left along the edge of the weather deck for normal foot traffic.



and eight universities—called associated contractors—come under technical direction of the Johns Hopkins University Applied Physics Laboratory. They form a "task force pattern" of research and development for attacks on guided missile problems. The entire task force, known as Section T, operates under a Navy BuOrd contract. Under this arrangement, the proximity fuze (VT) was developed during World War II. The task force is now employed in the Navy's *Bumblebee* guided missile program.

For a description of the Navy's basic training in guided missiles, conducted at the Naval Air Missile Test Center, Point Mugu, Calif., see *ALL HANDS*, October 1950, p. 2.

Three U.S. Ships to Italy

Three more U.S. Navy vessels have been turned over to a friendly foreign nation under the provisions of the Mutual Defense Assistance Program.

The destroyer escorts *uss Gandy* (DE 764), *uss Thornhill* (DE 195), and *uss Wesson* (DE 184) have been delivered to the Italian Navy. These ships have been renamed *Altair*, *Alderbaran*, and *Andromeda*, respectively.

De-mothballing of the Reserve Fleet vessels took place at the Norfolk Naval Shipyard, Portsmouth, Va. Several months ago officers of the Italian Navy arrived at Norfolk and have since been joined by additional crew members. They are undergoing instruction in the operation of the American-made ships.

Carefully selected personnel have been translating instruction books from English into Italian, tracing out wiring, fuel and water systems, and otherwise preparing themselves to operate the escort vessels.

Street Names Honor Heroes

Fourteen Navy and two Marine Corps pilots from the midwest who lost their lives for their country were honored by officers and men of the Naval Air Station, Olathe, Kans., by having the station's streets renamed for them.

Families of 13 of the men were present at the ceremonies. Names and photographs of the honorees have been mounted in a permanent memorial in the lobby of the station's administration building.

China Shoppers

HONG KONG, located as it is in one of the danger corners of the world, is still a great adventure spot for the visiting sailor.

In the daytime, despite the threat of a possible Communist invasion from the mainland, the island of Hong Kong with its main city of Victoria is a bustling, prosperous place. In its many different shops American Navymen can take their choice of bargains from a lush assortment of items like gems of all types, woodcarvings, chinaware, cloisonne objects, silks and woollens.

At night, the city becomes a rainbow of neon lights which blaze out of the darkness to advertise night clubs, dance halls, hotels and an amusement park.

In the old section of Victoria, the visitor will find a maze of terraced, cobblestoned streets, many of which can be climbed only by foot (above). From shop doorways bordering the streets, salesmen call out their wares and lead buyers inside (center).

For the visitor in search of a view of the harbor, a cable car leads from the old city to the top of 2000-ft. Victoria Peak (below, right). In sharp contrast to the old section are the modern banks and office buildings and the well-dressed Hong Kong girls of the modern section of the British Crown Colony.





CHIPPING SNOW off flight deck, crewmen of USS *Badoeng Strait* (CVE 116) prepare to launch F4Us. Above right: Shipboard Marine guards prisoners.



LEATHERNECKS practice firing while awaiting orders to move up once more. Below: LST takes last-ditch troops off beach at Inchon after fall of Seoul.



Action Is Hot,

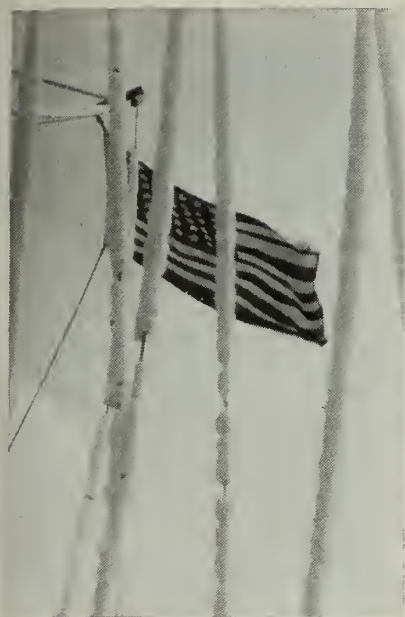
THE WEATHER was cold, the action hot for naval forces operating in support of United Nations armies who were grinding their way up the Korean peninsula.

Ice clung to the lines of ships of the Seventh Fleet as its heavyweight, USS *Missouri* (BB63), poured 16-inch salvos into Kangnung, leaving a smoking ruin. Snow flurries intermittently swept the flightdeck of USS *Philippine Sea* (CV47), as she sent her 8600th flight into the Korean sky—the total mileage of her fliers reaching the equivalent of more than 173 trips around the world.

Ashore a Marine sergeant with outside feet (15½ EE, they are) wore out his unique boondockers but slogged along in frosty gunnysacks



MAIL CALL — Navy mail clerks aboard an aircraft carrier in the war zone bear



Weather Not

until his company commander found out about it and had him evacuated. And another Marine fired his rifle—just to see that it wasn't frozen—and flushed a covey of Red troops.

All in all, it was cold as Greenland—but it was the tough Chinese Communist forces, supposedly injured to sub-zero weather under combat conditions, who were retreating, and the allied armies who were advancing, doggedly.

LtGen Matthew B. Ridgeway, commander of the U. S. Eighth Army; estimated that Communist losses due to weather conditions were high. Though Americans and their allies suffered, their equipment was doing its job of keeping cold weather casualties within bounds.



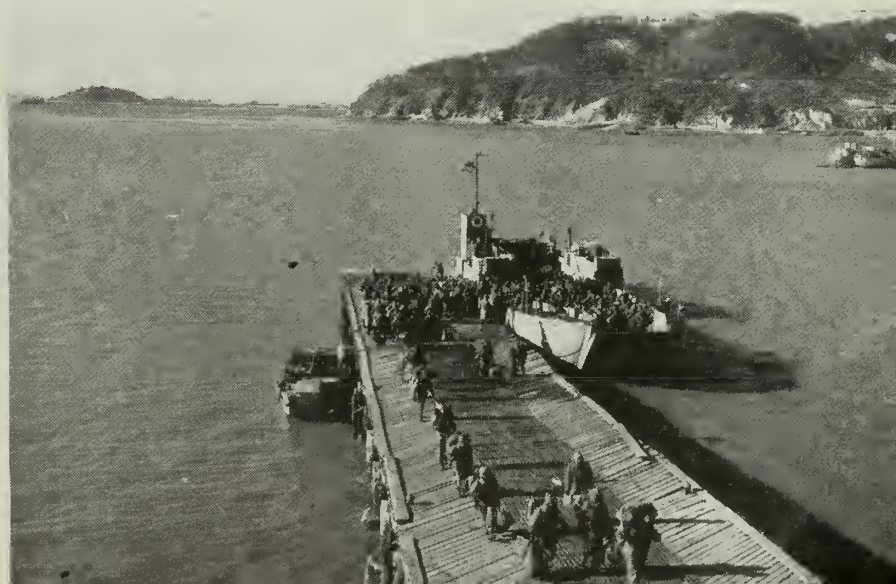
and to get sacks below where they will be opened, welcome letters passed out.



ROUGH WEATHER fails to keep USS *Cimarron* (AO 22) from refueling USS *Philippine Sea* (CV 47). Above left; Old Glory flies from icy rigging.



TUG-O-WAR among Marines in a rear area rest camp takes minds off the larger struggle. Below: Troops land at Inchon before Seoul fell to the enemy.



Building a Strong Reserve Undersea Force

HALF A CENTURY ago, the seven-man crew of a brand-new type of U.S. Navy craft prepared to perform a naval maneuver which was to have far-reaching effects on modern warfare.

Assigned to carefully arranged stations, from which they could not move for fear of upsetting the craft's equilibrium, the crew was readying to submerge the vessel, sail under the water, and then return to the surface!

These underwater sailors were crew members of *uss Holland*, the Navy's first true submarine, purchased on 11 Apr 1900.

Although there have been "submersible" vessels of various types, starting with David Bushnell's *Turtle*, America's first submarine, which have performed in the Revolutionary War, the War of 1812, and the Civil War, the invention of

John Phillip Holland at the turn of the century demonstrated the potentialities of a powerful as well as feasible new type of warcraft.

Less than 50 years after *Holland's* purchase by the Navy, the prototypes of this vessel in World War II had chalked up a record which was not approached by any other warcraft of any nation.

The following facts illustrate this point:

- Two-thirds of the Japanese merchant fleet, and one-third of the Imperial Japanese Navy were sunk by U.S. submarines, according to Rear Admiral C. B. Momsen, USN, Assistant Chief of Naval Operations For Undersea Warfare.

- Statistics record that the total amount of Japanese merchant and naval shipping sunk by our undersea Navy was 5,320,000 tons, and that represented 54 per cent of all Japanese shipping sunk by all means. (U.S. Submarine Operations in World War II.)

- This feat was accomplished by a mighty, but small, segment of our naval fleet, representing, in fact, less than two per cent of all U.S. Navy personnel in World War II.

Three out of every four men who were undersea fighters in World War II were Naval Reservists, and it is probable that in any future conflict a comparable proportion of subma-

rine personnel will again come from the Navy's Reserve organization.

The training program, therefore, for the Naval Reserve's submarine force is a highly important one, despite the fact that this component is small in numbers as compared to other Reserve activities, such as the organized surface component.

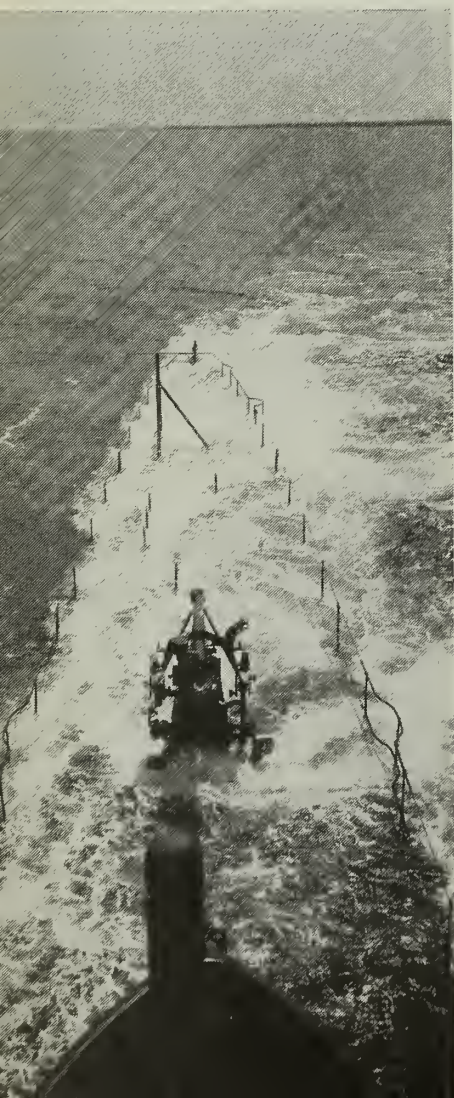
The official mission of the Reserve submarine program is "to provide trained personnel who will augment the personnel of the active submarine forces on mobilization" in order to:

- Bring the crews of active and reserve submarines up to full complement as soon as possible.
- Provide trained repair personnel for submarine tenders and bases.
- Provide submarine relief crews as required.

If anything like 75 per cent of our submarine force in a new mobilization period is to be drawn from the Naval Reserve, the training program established in this civilian component must be geared to provide the highest type of instruction in an extremely complicated — but equally interesting — field.

Today there are 38 training divisions in the Organized Submarine Reserve — with plenty of openings still available for prospective members in each division.

Reaching its full quota is one of



SURFACING SUB glistens in the sun (left). Top: Reservist manning stern plane watches depth indicator during dive. Right: Controllerman cocks ear for order.

the problems at the present time of every Reserve submarine division. This is due to numerous factors. A major one is that the Naval Reserve can draw on proportionately fewer submarine veterans as members of drilling units, since only two per cent or less of all naval veterans were originally in the wartime submarine component.

A second factor is that the large majority of these wartime submarine veterans come from small towns, inland cities, and widely-scattered communities, thus living too far away to join a Submarine Reserve unit.

Factor number three is the high qualification standards which are required. *It takes the best men to operate one of the most effective of our present day weapons.*

To permit the submarine component of the Naval Reserve to carry out its mission creditably, low age limits and the same strict physical and mental requirements have been established as in the Regular Navy's underseas force. These requirements are more rigid than those for members of the surface component, and among the highest of any branch of the armed services.

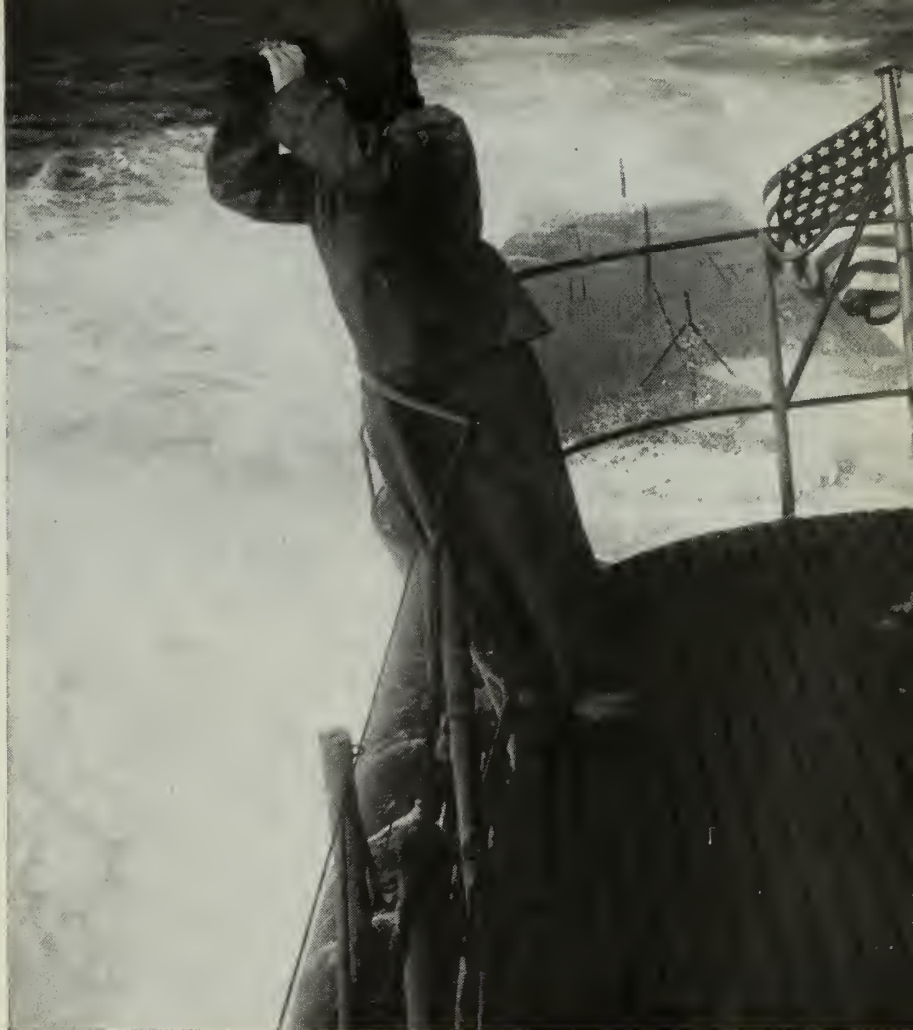
The next time you meet a qualified member of the Navy's submarine forces, Regular or Reserve, you can be reasonably sure that he is a man above average intelligence, who possesses judgment and emotional maturity, that he can keep his head in emergencies, is reliable and trustworthy in the performance of his duties, and that he has team spirit. Such men make a taut ship.

These are the qualifications as determined by psychologists as necessary for living in the close confinement and relatively crowded living conditions of a submarine without becoming a social problem to one's self or one's shipmates.

The *esprit de corps* in the submarine forces is correspondingly high.

"I never knew a submarine man yet," says one hardy veteran of numerous patrols, "who wanted to get out of them. In fact, the hardships of submarine life as visualized by people ashore are mostly imaginary."

For example, surveys have shown that the submariners, besides having a higher than average "IQ", are among the best paid, the best fed, and the best read of all personnel in the Navy. In addition, a subma-



ALERT LOOKOUT braces himself against a rail as he scans horizon. Undersea boats like this one are a far cry from the *USS Holland* of 50 years ago.

rine has a higher percentage of rated men than any other type of ship in the Navy.

That's because a submarine is an intricate, highly complicated piece of machinery, built with the precision of a watchmaker's art, and requiring trained technicians to operate and maintain it.

A visit to the nearest Naval Reserve Training Center which houses a submarine drilling unit will prove this to you amply, if you haven't had the experience of boarding a sea-going submarine.

There is more science packed, per square inch, into a submarine than

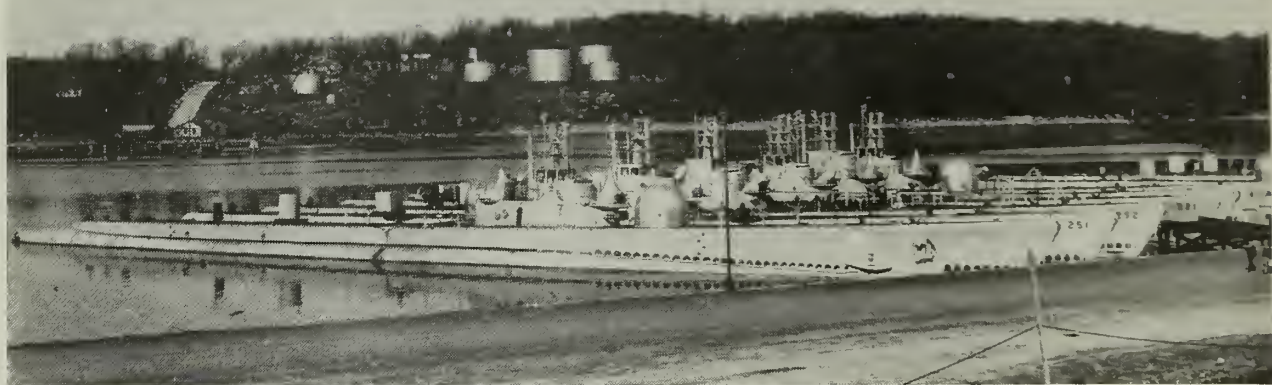
into any other warcraft, the submariner will tell you — and it would be almost impossible to prove him wrong.

To prepare himself as a future member of an undersea crew, the new Reserve recruit in an organized submarine unit drills once a week, both in the classroom and aboard a permanently moored submarine which gives him the "feel" of his sea duty assignment as well as on-the-job training. When he is sufficiently advanced, the Reservist participates in weekend cruises, and undergoes annual two-week training.

Half of the Reservist's drill time — which is in a pay status — is spent in training for advancement in rate, while the remaining half is spent in studying for qualification in submarine, to earn the right to wear the dolphin's badge.

The Reservist's first 14-day train-

**Can You Identify Every Piece
Of Gear in a Submarine?
'Deep Dunkers' Can—and Do**



MOTHBALLED SUBS nestle close to the shore at New London, Conn. Unzipped, boats get crews of mostly Reservists.

ing duty — if he has no submarine qualification — is devoted to selective screening and basic training at a submarine activity. Here it is finally determined whether he is physically, temperamentally and mentally qualified for this type of duty. If he passes the tests, he's recommended for "Qualified for Submarine Instruction" (SP). If he's not found qualified he is encouraged to transfer to an organized submarine repair division or to another organized program.

The next step in his Reserve training is to the classification of "Qualified in Submarines (Limited)" (SG), and he is given 36 months in which to prepare for this test. It includes a practical examination which must be

conducted on board an operating submarine by qualified submarine officers.

After this he may advance to "Qualified in Submarines" (SS), which requires the same examination and qualifications as are demanded of personnel in the Regular Navy. This classification carries with it the privilege of wearing the dolphin's insignia.

While training in the Submarine Reserve is primarily for the enlisted man, selected submarine divisions have established officer training sections in order to provide operations submarine training for officers and to furnish a pool of well-trained officers which will be utilized to keep the standard officer allowances of sub-

marine divisions up to the assigned quota.

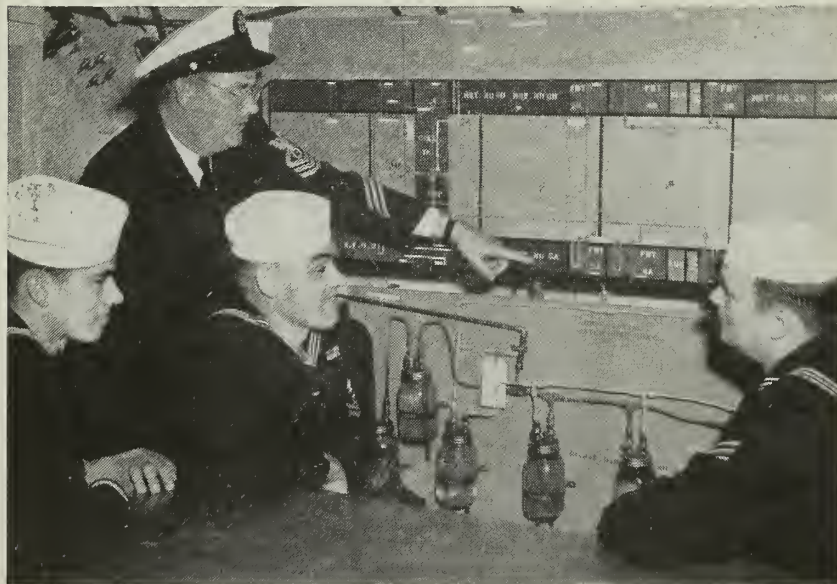
There are nine student officers in each group, readying themselves for full qualification in submarines. Their individual training stresses not only instruction in submarine operation, but leadership and administration, with the aim of fitting the officers as functional personnel within a submarine drilling unit.

A third program in the organized undersea component is provided in the submarine repair divisions, of which there are five, situated in port cities near submarine bases.

In the case of the Reserve submarines who live too far away from an undersea drilling unit to join up, the Navy has devised two methods of helping them to continue their training, at least in part.

First, if a Reservist who is qualified in submarines lives in the vicinity of a surface drilling unit, and no submarine unit is available, regulations permit him to join the surface division, and drill in a pay status.

Secondly, the Naval Reserve has established "national quota submarine divisions", which are actually mythical units, since they exist only on paper, and do not meet or drill. Personnel who are not able to join a submarine training activity, and who have consequently enrolled in an organized surface drilling unit, are also listed as members of the paper units. They study enlisted Navy Training Courses and Officer Correspondence Course on submarine subjects, in addition to their other training with the surface units, and if professionally and physically qualified they are reasonably assured of assignment to submarine duty if



SKULL SESSIONS on dry land come before a Reservist is sent to sea for actual shipboard training. Chief checks out his men on a submarine's fuel oil system.

ordered back into active military service.

On first joining a Reserve submarine unit, the new recruit finds himself on the threshold of a Navy career which combines the elements of science and mystery, good fellowship, skillful training and the opportunity to enter a variety of specialized fields.

He may choose the field of basic electronics—including radar, sonar and loran—or diesel engines, hydraulics and numerous other specialties.

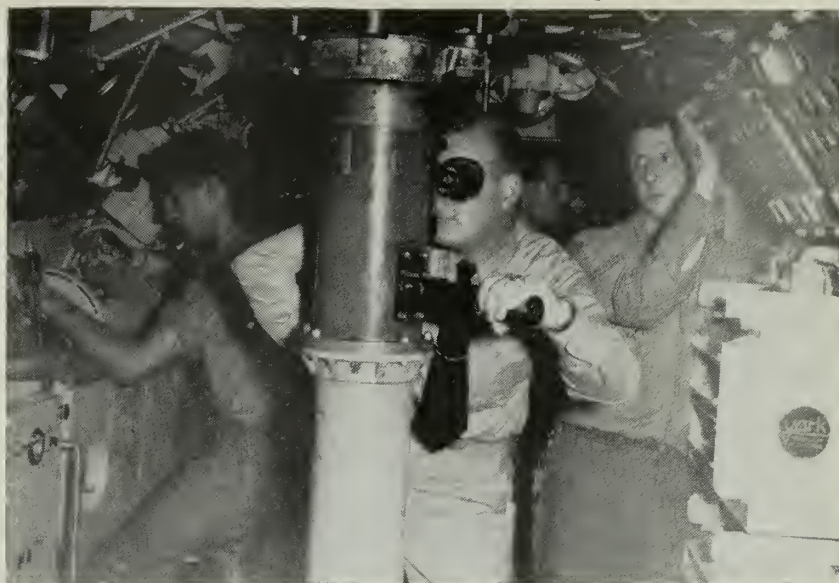
He learns about the snorkel "breathing" tube—a device which made it possible last year for one submarine to remain submerged for 505 hours, more than 21 days.

He is introduced to the modern "guppy" submarine—a fast warcraft which derived its name from the title of the research work that brought it about—Greater Underwater Propulsion Power Project.

At Reserve submarine training units the Navy has installed mock-up submarine devices which aid the trainees to learn part of their job on dry land. Permanently moored submarines, tied up along the piers near the NRTCs, provide "school of the boat" training. (Technically and by size a submarine is a ship, but submariners almost invariably call their vessels "boats".)

How safe is all this training in the Reserve's submarine component?

The exacting "dry land indoctrination" of the Submarine Reservists is



UP PERISCOPE!—Conning officer, aided by Reservists, sweeps the area with his 'scope as a submarine rises to the surface after a training evolution.

organized to train him thoroughly before he has a chance to go out to sea as a full fledged member of a submarine crew. In training aboard the permanently moored submarine near his NRTC, the Reservist has an opportunity to learn even more carefully his sea-going job. None of these Naval Reserve submarines is actually equipped to submerge, but the diving station is rigged to permit simulated dives.

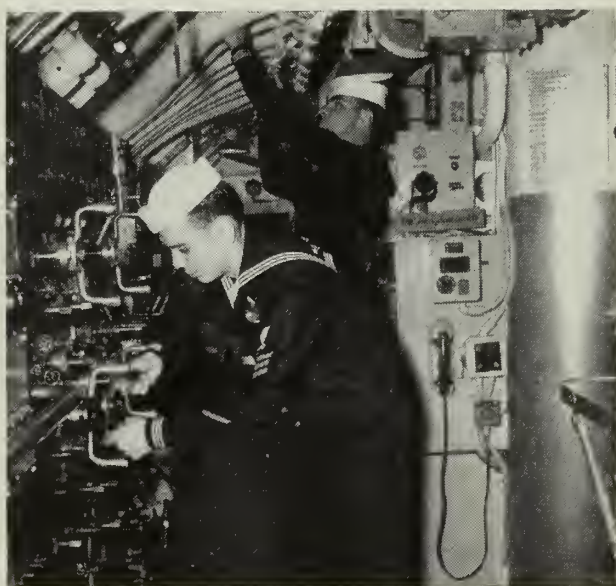
While earning his "Deep Dunker Certificate" and becoming fully qualified, the submariner, Reserve or Regular, must be able to start at the

stern and work to the bow of his boat, naming every part—and there's a great deal of equipment crowded into the 300-plus foot length of the modern submarine.

Who can join the Organized Submarine Reserve? The following are basic age or service requirements:

- Any qualified submarine veteran of World War II, or submarine officer or enlisted man honorably separated from the service, may transfer from the Volunteer Reserve to an organized submarine division, providing he is not over 36.

- Any person who is a graduate



ORDER FROM CONN gets prompt action (left). Right: Men in the control room re-learn operation of air manifold.



CATASTROPHE hazards and relief measures are outlined at special Navy school which show Navymen and civilians how to cope with disaster.

Disaster Relief Course Taught at Navy School

More students are desired for enrollment in the Civil Engineer Corps Disaster Relief Course at CECOS, Port Hueneme, Calif. Civil defense officials are eligible to attend, as are naval officers. CEC officers are especially desired; Reserve officers are welcome.

The purpose of the course is to prepare students to set up disaster relief plans for their own stations. The faculty is made up entirely of Civil Engineer Corps officers, each an expert in at least one phase of disaster relief. Emphasized is the matter of restoring facilities damaged by cataclysms, man-made or natural. The course includes a discussion of natural disasters such as floods, fires, tornadoes and earthquakes, besides bomb damage.

Length of the course for regular Navy officers is three weeks, while Naval Reservists take a two-week course. Average attendance at any time is 10 students. Approximately 180 civilians and Regular officers, and 200 Reservists have completed the course since it began in 1949. Of the Reservists, many hold key jobs in industry and engineering and in state governments and the Federal government.

Men who have completed the course are qualified as consultants at their own stations and communities. Disaster Relief Planning is expected to minimize the effects of

any major disaster occurring within a naval activity or in the surrounding community.

There is nothing academic about teaching methods at the Disaster Relief Course. Students actively participate as well as listen. They are divided into teams, and each team devises its own disaster plan for a typical military installation. These plans are submitted to the staff for a "trial run." Plans are standardized as far as possible so that a person transferred from one station to another would know in general what his duties would be in case of disaster.

Quotas for CEC officers at the Port Hueneme Disaster Relief Course are three officers per course from each naval district and river command. Quotas for other officers are left to the discretion of the officer-in-charge of the school. CEC officers should apply for the course through their district commandants. Others should write directly to the Civil Engineer Corps Officers' School.

Although the course is aimed primarily toward public works personnel, it is considered to be worthwhile for other Navy staff and line officers, as well as for Marine, Coast Guard, Army and Air Force officers, civilian personnel in the military establishment, and civil defense officials.

of a submarine school or who has had experience on board, repairing or building submarines, is eligible for transfer from the Volunteer Reserve to an organized submarine division, provided he is not over the age of 32.

- Any enlisted man who has not had submarine experience may transfer from the Volunteer Reserve to any organized submarine unit if not over the age of 28. Any officer veteran with no previous submarine training but who is qualified for line or engineering duty, or any non-veteran officer who is a graduate of college with an engineering or scientific degree, is eligible for transfer from the Volunteer Reserve to an organized submarine division, if not over the age of 28.

Personnel with the above qualifications who are not in Naval Reserve may join up and transfer immediately to the organized component.

With an appreciation of the fact that the submarine service is one of the nation's strongest lines of defense as well as one of our most forward lines of offense, the Naval Reserve is working to build up as quickly as possible a strong and active under-seas component. It is already well on its way to this goal, having started immediately after the close of World War II.

Savings Bond Drive

Navy shore activities are being urged to intensify their civilian savings bond programs so that the Navy can regain its position of first place among government agencies in payroll savings participation.

At the top of the list for 17 months, Navy slipped out of the first slot last November, largely because of the rapid increase in the number of civilian employees.

Last summer the Navy attained its overall objective—that of enrolling 65 per cent of all civilian employees in the program. Since then the average participation has declined five per cent. Therefore, shore activities that have not conducted payroll savings campaigns in the last six months and that have enrollments below 65 per cent are directed to speed up their programs to achieve this goal.

It will take a lot of effort to beat the record of Navy shipyards who top all government agencies in their past participation in the payroll savings plan.

Small-Mighty Fleet Tugs Show New Skill In Sub Rescue

FLEET TUGS may pinch-hit for submarine rescue vessels in possible future emergencies. Experiment toward that end have been conducted in the Navy, with the latest performed by the Pacific Fleet Submarine Force.

Frequently, submarines of the Pacific Fleet operate in areas where rescue vessels are not assigned. This made the fleet-tug test especially vital to personnel of Submarine Squadron One, the group which conducted it.

To begin with, a "false seat" bearing a typical submarine escape hatch was lowered to the ocean floor near Barber's Point, off the coast of Oahu. With it was placed a marker buoy of the type which would be released by a sub.

Meanwhile, the fleet tug *uss Abnaki* (ATF 96) was knee-deep in activity. Men brought aboard hundreds of fathoms of mooring-line; air hose, diving gear and other vital rescue equipment. They rigged mooring gear which, in a submarine rescue vessel, would be already rigged. They hoisted aboard highly charged air flasks to take the place of the compressors aboard a sub rescue ship. The tug's deck gear would have to serve and no decompression chamber would be available for the divers.

The submarine rescue chamber



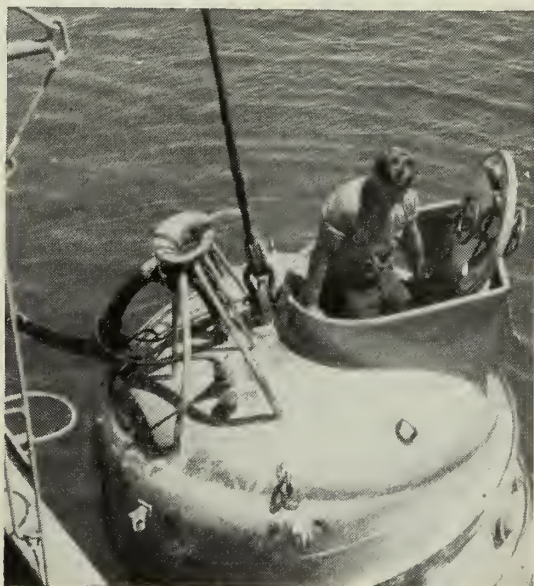
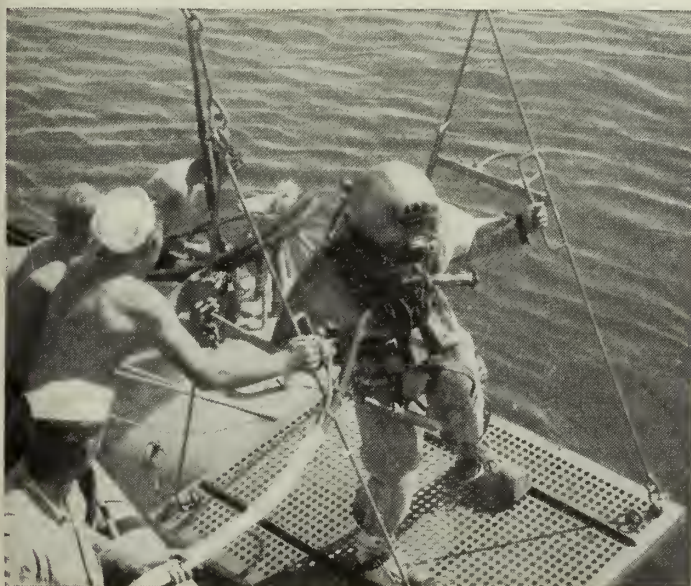
FALSE SEAT, a device which takes the place of the hatch of a sunken submarine, is lowered into 132 feet of water during the rescue exercises.

—sometimes called a diving bell—was too big and heavy to be carried on deck. A harbor tug towed it; floating, to the site of the "disaster."

Four anchors were sent plunging, one by one, into the sea around the false seat. The tug's crew, with the assistance of the divers, attached mooring lines to buoys floating above the anchors. At last the tug rode motionless above the false seat. A diver descended to at-

tach the rescue chamber's down-haul cable; men clambered into the sub rescue chamber, reeled it down to the sea floor, allowed it to rise again. Meanwhile, a helicopter hovered overhead. The commander of SubRon One was observing the maneuver.

The operation was a success. Result: Given divers, salvage gear and plenty of compressed air, a fleet tug could conduct such a rescue.



GROTESQUE gear arms skilled divers for under-sea mission (left). Rescue chamber would take men to surface.



FRESH IDEA NEEDED FOR SEA WATER

WOULD you like to be rich and famous and be remembered through the ages as a benefactor of mankind? You would? Then all you have to do is invent a quick and easy process for making sea water drinkable, and get a patent on your process.

In 1943 the Navy and other American armed services began including desalination kits—salt-removing kits, that is—in their emergency equipment. These, it was announced, made fresh water of sea water. Desalination kits consisted of two chemical compounds, compressed to soap-bar size, and four plastic bags. They were designed for use by weak, sick or wounded people as well as by strong healthy ones, and didn't require much strength or effort. But the water wasn't the kind that one would drink unless he had to. Even today, after seven more years of research, kits have not been developed which will turn out really good, tasty water. And by no means is that process the answer for thirsty cities or battalions.

Another emergency item for sup-

plying water to castaways at sea is the solar still. This is a waterproof fabric vessel which, when ready for operation, is spherical in shape. It is set afloat attached to the life raft or boat; sea water is put into it through the top. The light of day shines upon it, causing evaporation of the water inside. The evaporated water condenses and accumulates, after which it is good to drink. This has often been a life saver.

A solar still can produce nearly a quart of water a day under good conditions, and that is almost enough for two men to exist on. But the solar still itself could stand improvement. For one thing, it isn't so good for use in the arctic. The fabric is inclined to crack if it is unfolded in cold weather. If it is in workable condition after being unfolded, the still requires above-freezing temperatures if it is to operate and produce liquid water. Otherwise, you will get ice crystals to eat.

Also, if the conditions are less than ideal, the still may produce only a pint or so of fresh water per day. That's about the least that one man

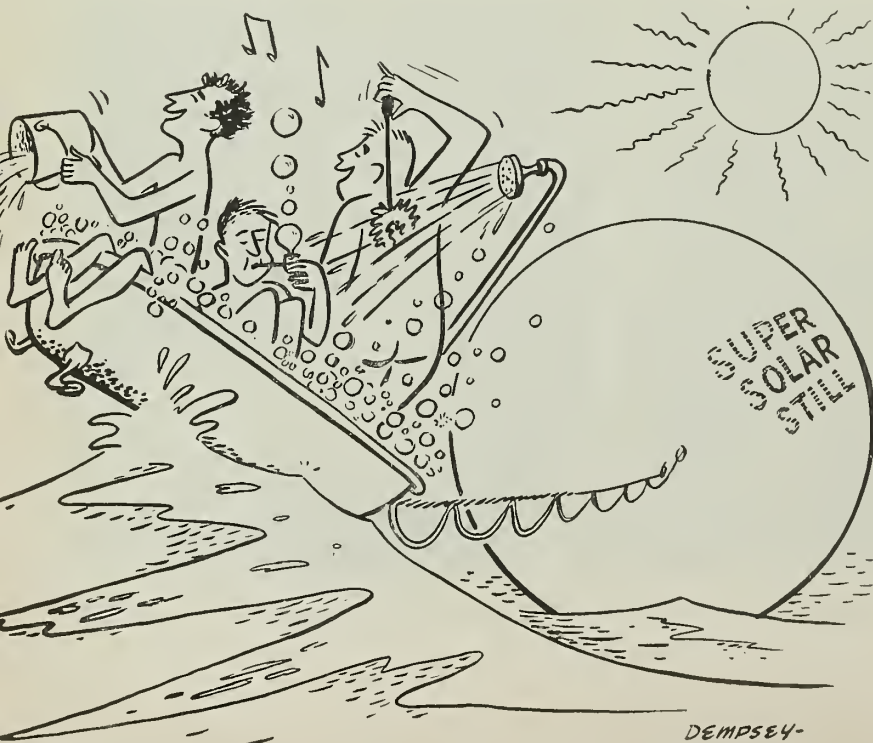
can get along on. So, you see, there's room for invention.

Why not, a person might ask, simply supply life boats and rafts with plenty of emergency water instead of with desalting kits and sunshine distilleries? That is a good question.

In aircraft and in any kind of floating equipment for lifesaving, there is the weight problem. Naturally, it is better to carry equipment weighing a few pounds than to carry as much water as the equipment is capable of producing. But there are other problems as well. Strange as it may seem, there is the problem of suitable containers. For centuries, the wooden keg or cask was the standard container for seagoing drinking water, and the coopers—or barrel makers—who looked after these containers, were valuable men in any ship's company. After steel ships with their "peak tanks" and double bottoms came into being, wooden casks went out of vogue for carrying the crew's regular drinking water. But they lingered on in life rafts and motor launches.

But kegs have their faults. Carefully as they are made, staves above the inside water level sometimes shrink, leaving cracks between. In an emergency, when the water is most needed, the kegs will probably be half awash in brine. That is when the shrunken staves will do their damage, letting salt water in and fresh water out.

Canned water has been considered and is in use to some extent. But what is best to can it in? Glass? Breakable. Plastic? Breakable, too. The container must be able to withstand rough usage and freezing of its contents. So far, regular tin cans have proved to be about as good as anything else. Rust is prevented by removing the air and replacing it with nitrogen. Rust, you know, is oxidation, and oxidation cannot take place without oxygen. The only part the nitrogen plays is to prevent there being a vacuum when the air is removed.





The drinking-water problem has been with seafaring people ever since they started sailing on salt water. Anyone who studied "The Rhyme of the Ancient Mariner" back in high school will recall the lines concerning water, water everywhere and not a drop to drink. One way sailors always obtained some water to drink when possible was to go ashore and dip it up out of a stream, pond or spring.

An instructor of midshipmen aboard the frigate *Constellation* wrote of such an event which took place in Norfolk in 1829. He told how the ship sent a water party into the Dismal Swamp to fill the casks with juniper water—water flavored by the many juniper trees in the area. The water was said to have a delicious tangy taste and to stay fresh longer than other water. Many old sea tales tell of the seamen's joy at sighting a green island on long sea voyages, and of the pleasure in going ashore to get fresh water. This is easy to understand, for often the remaining previous water supply was literally crawling by that time, rank with plant and animal life that had multiplied and increased within the kegs.

Obtaining water from lakes and streams is still sometimes necessary—especially for land forces and amphibious operations. But today we worry more about microbes and impurities than people used to. In connection with this, the Army and Navy recently conducted a research project on the atoll of Majuro in the Marshall Islands. Purpose of the research was to test the use of iodine in disinfecting drinking water in canteen quantities. The entire military and native population of Majuro took part—approximately 220 persons in all. Of these, one group of 24 underwent thorough clinical and laboratory study and another group of 16 served as a control unit. The last-mentioned group drank only regular chlorine-treated water.

Outcome of the six-month study

was this: Compounds releasing free iodine in proportions of one part to 125,000 were found to be highly effective as a disinfecting agent. No ill effects among personnel using water so treated were encountered.

In the old days, rain water was often caught and utilized by ships' crews, and rain helped keep many castaways alive in World War II. Aboard windjammers, canvas was rigged to funnel the falling rain into tanks or casks, and anyone marooned on a float or boat would be wise to save all the rain he can in a similar manner.

When steam vessels came into use it was soon obvious that fresh water for the boilers would have to be created aboard, with sea water serving as the raw material. There was heat aplenty; distilling equipment was devised, and the fresh-water problem was practically solved as long as the ship remained afloat and the "vaps" kept working. Nevertheless, conservation of fresh water has always been urged aboard ship—especially aboard warships. It costs a lot of money to buy enough fuel to dis-

till all the water that a thousand men can waste.

Came the age of diesel-powered ships, and the problem was more knotty again. Not needing evaporators for the ship's own use, the builders didn't always put them in for the comfort of humans—especially not in submarines and the smaller surface vessels. Of course, for ordinary operations, a ship can carry all the water its passengers need. But in war time, many operations are extraordinary. Unusual numbers of people are transported; journeys are abnormally long. That is when a quick, easy way of freshening sea water would be valuable, to say the least.

And if sea water could be made fresh as fast as it will flow through a city's water mains, a golden age would indeed be upon us. Cars would be washed again in New York; city streets could be flushed off hourly and the desert could be made to bloom. All this is provided, of course, that the cost could be kept low enough. It's a challenge for all inventors.—H. O. Austin, JOC, USN.



LETTERS TO THE EDITOR

Promotion to BMCA

SIR: The personnel yeoman here says there is no boatswain's mate in the Seabees and that I would have to take a general boatswain's mate examination for chief petty officer. Would you please settle this dispute for us?—C.A.B., BM1, USN.

• Although there are emergency service ratings of BMB (CB boatswain's mate) and BMS (stevedore), Regular Navy personnel are currently required to serve in general service ratings. Therefore, you may compete for advancement to the general service rate of BMCA only.—Ed.

Rights of a Naval Reservist

SIR: There's a general discussion going around as to the rights and benefits of a Naval Reservist. Can you tell me: (1) Is a Naval Reservist on active duty entitled to the same rights and benefits as a member of the Regular Navy? (2) Is a Naval Reservist who has been on active duty for three years or more entitled to the reenlistment bonus when his enlistment for four years expires and he reenlists within 24 hours for four more years and remains on active duty? (3) If he is entitled to the same benefits regarding reenlistment bonus, under what regulations are the benefits outlined?—W.W.P., YNCA, USN.

• (1) A Naval Reservist on active duty is entitled to basically the same rights and privileges as is a member of the Regular Navy. (2) and (3) Reservists on active duty who reenlist in the Regular Navy are entitled to reenlistment bonus, otherwise no. The authority for payment of reenlistment bonus under these circumstances is outlined in paragraph 11(b)1, MPIM5 change of Volume 5, BuSaudA Manual.—Ed.

Travel Allowance on Discharge

SIR: I recently extended my enlistment for one year and was paid travel allowance to my home. Will I be able to draw travel allowance again when I am discharged?—R. L. G., MMFM, USN.

• Yes. An enlisted member discharged from an extended enlistment is entitled to travel allowance from the place of discharge to the place of acceptance for enlistment or home address at the time of enlistment—whichever is elected by the member concerned.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Pay for Unused Leave

SIR: My enlistment expired 4 Sept 1950 and, due to the current emergency, was automatically extended for a period of one year.

I have 60 days' leave accrued. Will I be paid for that unused leave now or must I wait until I am discharged?

Can I accrue an additional 30 days' leave—or more, depending upon the length of time I am retained in the Navy—and receive payment upon my ultimate discharge?—G.A.T., FCC, USN.

• You will not receive a lump-sum leave settlement until you are discharged. According to existing directives, lump-sum payments will not be made at any time for more than 60 days' unused leave.—Ed.

Seniority and Precedence

SIR: A question concerning seniority has arisen here. We have a chief electrician's mate who says he is senior to any chief boatswain's mate who made his rate after he did. I say he is wrong, with Art. C-2102, BuPers Manual to back me up. To settle this question, we would appreciate very much hearing your interpretation of this article.—J.M.W., ICC, USN.

• Whether either you or the EMC knows it, you are talking about two different things. He is talking about seniority, while you and Art. C-2102, BuPers Manual are talking about precedence. Before going any further, let's see what the dictionary says about these two words:

Precedence—The act or right of preceding or the state of being precedent; priority in place, time or rank. Specifically, superiority of rank.

Seniority—The state of being older in years or in office. Priority of age or service.

You're right as regards precedence, and precedence of ratings of enlisted personnel is specifically explained in the article you mention. Seniority of enlisted personnel isn't specifically defined in either Navy Regs or the BuPers Manual.—Ed.

Eligibility for EM Promotion

SIR: I enlisted in the Navy in 1939 and advanced to petty officer first class. I was discharged in November 1945 after having served over 30 months in rate. In January 1950, I joined the Organized Reserve and in July I was called to active duty.

Does the time served in the Regular Navy count toward time in rate for advancement purposes or does this period begin with my enlistment in the Organized Reserve?—H.W.V., QMS1, USNR.

• The 30 months you served in pay grade E-6 in the Regular Navy counts toward multiple computation only and does not count toward eligibility.

Only one-half the time served with a drilling organization since your enlistment in the USNR and all time served since you were ordered to active duty may be counted toward your eligibility for advancement to QMSCA.—Ed.

Promotion of Reserve Officers

SIR: Although I have read all the information I can find, I am still not clear on the subject of the promotion of Reserve officers.

(1) My date of rank as LCDR is 3 Oct 1945. When may I anticipate entering a promotion zone?

(2) I have been in the Organized Reserve since 1947, attending drills regularly and taking a two weeks' cruise each year. I have also obtained 12 points this fiscal year by completion of correspondence courses. In November, I was recalled to active duty. How many points have I earned and what further is required on my part in order to be in a satisfactory promotion status when I enter a promotion zone?

(3) Are correspondence courses required for promotion or retirement

No Uniform for the President

SIR: Is the President of the United States, as commander in chief of the armed forces, entitled to wear a military uniform?—H.W.S., LT, USN.

• The President is a civilian and is not at any time eligible to wear a military uniform in his capacity as commander in chief.

A President may, if he wishes, wear whatever uniform he may be entitled to as a veteran or as a member of the Reserves, but White House files contain no record of any instance when a President has done so.—Ed.

points or may sufficient credits be obtained by organized drills and active duty?—LCDR, W.M.M., USNR.

• The 1951 Selection Board will consider some of the lieutenant commanders for promotion to the grade of commander with a date of rank of 20 July 1945 or earlier. It is estimated that you may enter the promotion zone in fiscal year 1952.

In order to be eligible for selection for promotion, you must have earned 24 retirement points by 30 June 1951. This qualification you have already fulfilled.

If selected, you must earn 48 promotion points to be considered professionally qualified for advancement. The first year of Federal service to be valued for promotion points is fiscal year ending 30 June 1951. Therefore, at the present time you have 12 promotion points for satisfactory completion of a correspondence course and will have 12 additional points for a year of satisfactory Federal service as of 30 June 1951.

You will need an additional 24 points in order to be professionally qualified. Half of these may be obtained by completion of a year of satisfactory Federal service in fiscal year 1952 and the remainder will have to be earned by the satisfactory completion of a correspondence course valued at 12 points.

The Secretary of the Navy has recently waived professional qualifications for Reserve officers on active duty who are on current promotion lists.—Ed.

EMs to Be Commissioned in SC

SIR: I am a storekeeper first class, USN, with almost eight years' service. I'm interested in applying for a commission as ensign (not LDO) in the Supply Corps, USN. Art. C-1104, BuPers Manual, states that applications must be submitted in accordance with current directives. To date, I haven't been able to find any current or past directives on this subject. Inasmuch as I have less than 10 years' service, I'm not eligible to apply for LDO. Therefore, I see no chance for advancement to officer rank in the immediate future. Any information you can give me on the subject will be very greatly appreciated.—R.E.C., SK1, USN.

• BuPers Circ. Ltr. 173-50 (AS&SL, July-December 1950) states that a plan is being considered to appoint during 1951 a considerable number of enlisted personnel to temporary commissioned grade of ensign and to temporary warrant grade. For this selection, the routine submission of the CPO and PO1 evaluation sheet (NavPers 1339) by COs replaces nominations formerly submitted by COs. Selections will be made by Boards convened for that purpose, utilizing information contained in service records as well as in the evaluation sheets.—Ed.



USS EVERETT—Returned by Russians, frigate was recommissioned outside of the U. S.

The Word on Everett

SIR: We on the frigate USS Everett (PF 8) are very curious as to the history of the ship. Our information is very incomplete, due to Russia having the ship from 1945 to 1950. We would like to get information as to what city she was named after, and her history from keel laying to our recommissioning her on 26 July 1950 at Yokosuka, Japan.

Also, are we the only U.S. Navy ship commissioned outside U.S. continental waters since the Revolutionary War?—J.E.S., LT, USN.

• USS Everett (PF 8) was named for Everett, Wash. The keel was laid on 31 July 1943, and the ship was launched on 29 September, the same year. Kaiser Cargo, Inc., of Richmond built the vessel. Navy hull number was to be FG 116, but Everett was reclassified PF 8 on 15 Apr 1943. The vessel was completed on 22 Jan 1944 and delivered to the Navy on the same day. She was loaned to Russia under lend-lease on 17 Aug 1945, and returned to the U.S. government on 15 Nov 1949.

Your ship was not the only vessel commissioned outside continental U.S. waters since the Revolution.—Ed.

Promotion of USNR Officers

SIR: A recent directive stated that Naval Reserve officers would be required to qualify for promotion by completing correspondence courses. Now I find another directive that says professional examinations for promotion of Navy officers will not be required until further notice. Neither refers specifically to reserve officers on active duty.

I am a USNR lieutenant commander on active duty and would like to know what I am required to do to be eligible for promotion.—G.W.T., LCDR, USNR.

• Paragraph 8, BuPers Circ. Ltr. No. 148-50 (NDB, 15 Sept 1950), refers only to Naval Reserve officers on active duty.

SecNav has recently waived professional qualifications for Naval Reserve officers on extended active duty.

Inasmuch as this requirement may be reinstated at any time after 1951, Reserve officers on active duty should be encouraged to continue earning promotion points in order to qualify for future promotions.—Ed.

Admiral of the Navy

SIR: To settle a friendly dispute, would you kindly answer the following questions:

(1) Was Admiral Dewey the only person to hold the rank of "Admiral of the Navy" prior to World War I?

(2) How many full admirals in all served in the Navy before World War I?

(3) Was there a two-star red flag flown by rear admirals prior to World War I? If so, how was it used?—L.J.C., CDR, USNR.

• (1) Yes. In fact he was the only person ever to hold that rank in the U.S. Navy. The rank of Admiral of the Navy was created by Act of Congress on 2 Mar 1899. The Act provided that the officer holding this rank should not be placed on the retired list except upon his own application. It further provided that when such office became vacant by death or otherwise the office would cease to exist. On the date of this Act, Rear Admiral George Dewey was appointed Admiral of the Navy. He held this rank until his death on 16 Jan 1917, whereupon the rank of Admiral of the Navy ceased to exist.

(2) Including Admiral Dewey, there were three full admirals in the Navy prior to World War I. The others were Admiral Farragut and Admiral Porter.

(3) For some time prior to 1909, when two or more rear admirals were present the senior would fly the blue flag with white stars. The next senior would fly a red flag with white stars and all others a white flag with blue stars. The use of the white flag was omitted in Navy Regulation 1909, and the blue flag was then flown by the senior and red by all others, until 1940. At that time the red flags for juniors in the presence of seniors was omitted by change 21 to Navy Regs.—Ed.

LDO Applications

SIR: In 1949, I was recommended for consideration as a limited duty officer. My application was subsequently rejected. I have not submitted another application. Can I be selected on the basis of my first application?—D.K.J., MEC, USN.

• No. It is necessary that LDO candidates submit new applications each year because: (a) physical qualifications may have changed, (b) personal information may have changed—that is, the assignment of duties and performance of duties, (c) evaluation and recommendation by your current commanding officer are required.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• **52nd Seabees**—All personnel of this Seabee unit are invited to attend the fourth annual reunion in Oklahoma City, Okla., the first weekend in August 1951. Contact Myron S. Hinkle, Secretary, 209 North 10th St., Ponca City, Okla.

• **uss LST 316**—The fourth annual reunion of all veterans of this ship's company will be held in Baltimore, Md., on 21, 22 and 23 Sept 1951. Interested personnel should contact John R. Cooper, 3809 Sylvan Drive, Baltimore 7, Md.

• **VS 33**—All former members interested in a reunion in the near future should contact D. V. Osborne, Harwood Road, East Greenwich, R. I.

• **Ex-Prisoners of War**—All ex-prisoners of war, ex-civil internees and surviving kin either are invited to a national convention to be held at the Congress Hotel, Chicago, on 3, 4, 5 and 6 May 1951. For reservations or information, write Mr. Chester J. Perry, Treasurer, AXPW, 1436 Bristol Ave., Westchester, Ill. Registrations may also be made at the convention site.

• **uss LCI(G) 449**—All personnel who served on board this ship who are interested in holding a future reunion should write, phone or visit Mr. R. W. Holtby, 132 Girard St., Royal Oak, Mich., or Mr. Bill Volendorf, 500 Harding St., Detroit, Mich.

• **Navy Club of the United States of America**—A national reunion will be held at Davenport, Iowa, on 19 through 23 June 1951. Interested persons should contact Dr. R. J. Mashek, 111 E. Wisconsin Ave., Milwaukee 2, Wisc.

Extensions and GI Rights

SIR: I joined the Navy in May 1945. I was supposed to be discharged on 15 May 1951 but because of the emergency, my enlistment has been extended for another year. Will I still be eligible for the GI Bill of Rights? If my discharge is for medical or dependency reasons, will this effect my eligibility?—E. J. R., TN, USN.

• **The Serviceman's Readjustment Act of 1944, as amended**, requires an eligible veteran to commence his course of education under the bill within four years from the date of his discharge from active service and further provides that no educational benefits under the bill may be furnished after 25 July 1956.

You will have, therefore, four years from the date of your discharge to begin your course. This requirement is not affected by the recent automatic ex-

tension of your enlistment since the date of your ultimate discharge, rather than the date when you would have been discharged but for the extension, will be the controlling date.

The reason for your discharge is immaterial, provided that it is a discharge given under other than dishonorable conditions.

The extent of your entitlement depends on the length of your service prior to 25 July 1947. Since you entered the service 15 May 1945, you would be entitled to a period of one year plus an additional period equal to the length of your service between 15 May 1945 and 25 July 1947.—Ed.

No Flight Training for USNRs

SIR: Directives now require Reserve officers, who want to become pilots, to resign their commissions and be appointed to flight school as midshipmen. Formerly, it was possible for officers to take this training in grade.

With the expanding of naval air, will it again be possible for Reserve officers to take flight training in grade?—T.A.B., LTJG, USNR.

• **At the present time**, there is no authorized program for the flight training of Naval Reserve officers in grade and none is considered desirable under existing circumstances because of the necessity for the most efficient and economical use of available funds.

The only authorized program for the flight training of Naval Reservists is the Naval Aviation Cadet Program which is capable of meeting the Navy's needs for Reserve aviators.—Ed.

Enlistments and Transfers

SIR: Suppose that a USN member's enlistment expired on 10 Sept 1950 and on that date he was interviewed and stated that he did not voluntarily desire to remain in service. Therefore, an entry was made in his service record to the effect that his enlistment had been involuntarily extended in accordance with the provisions of Alnav 72-50. Thereafter the involuntary extension has become effective in accordance with law. Then, say on 20 Sept 1950, the man decided that he desired to voluntarily reenlist or extend his enlistment, and desired the involuntary extension be cancelled in order for him to do so.

I would like to know (1) is it possible for this member's involuntary extension to be cancelled by the proper authority and for him to reenlist or extend? (2) This is a new subject. In view of the contemplated expansion of personnel within the Regular Navy, has BuPers formulated a policy on the transfer of USNR personnel to USN?—G.M.S., CHSCLK, USN.

• (1) **The provisions of Alnav 72-50 (NDB, 31 July 1950)** do not preclude discharge for the purpose of immediate reenlistment at any time during the course of the involuntary extension. The man may execute an agreement to extend his enlistment at any time during the course of the involuntary extension—the effective date of such voluntary extension is questionable and the Judge Advocate General of the Navy has been requested to render an opinion. This opinion will be promulgated when re-

Is the Pilot in Command?

SIR: When a pilot boards a vessel outside the harbor entrance to bring it in to dock, does he assume full responsibility for that vessel in regard to navigation?

Does the captain or navigation officer have, at any time, the authority to navigate the vessel while the pilot is on board, performing his duties in bringing the vessel in?—F. J. F.

• **According to Navy Regulations—0752 Pilotage**: "A pilot is merely an adviser to the commanding officer. His presence on board shall not relieve the commanding officer or any of his subordinates from their responsibility for the proper performance of the duties with which they may be charged concerning the navigation and handling of the ship. For an exception to the provision of this paragraph, see rule 30, supplement 29, 'Rules and Regulations Covering Navigation of the Panama Canal and Adjacent Waters,' which directs that the pilot assigned to a vessel in those waters shall have control of navigation and movement of the vessel."—Ed.

ET Wears Helium Atom

SIR: A few of us electronics technicians have different views on whether the ET insignia we wear is a representation of the universe or of the universe atom. Can you settle this for us?—E.J.W., ETSN, USN.



• **Its the helium atom**, which was chosen for its simplicity and because similar symbols are widely used to symbolize electronics.—Ed.

ceived. (2) Naval Reservists on inactive duty may presently enlist or reenlist in the Regular Navy at Recruiting stations under the provisions of Recruiting Service Order No. 13-50 (Instructions governing enlistments and reenlistments in the Regular Navy under broken-service). A program to provide for voluntary transfers of Naval Reservists to Regular Navy is currently being formulated. Certain requirements as to active duty immediately prior to transfer, establishing qualifications for general service rate, etc., will be stipulated. Ratings and pay grades open to transfer will depend on needs of the service. This program will be announced by BuPers circular letter in the near future.—ED.

Jason Serves Fleet Well

SIR: As a former commanding officer of USS Jason (ARH 1), I particularly enjoyed your fine article on repair ships, "Fleets Mr. Fixits," (ALL HANDS, January 1951, pp. 24-26). Such an article was long overdue.

No mention was made of Jason, however. Perhaps this is because there is a tendency to group her with the smaller repair ships—ARCs and ARLs, for example—even though she is in the same class as Hector, Ajax and Vulcan.

Would it be possible to include some mention of Jason in a future issue? I still take a lot of pride in her and hate to see her overlooked.

It might interest you to know that Jason won the "meatball" award last year in competition with Hector and the others in her competitive group.—J. W. F., CAPT, USN.

• USS Jason is the third Navy ship to bear that name. The first commissioned in 1869, was a single-turreted monitor. The second, originally Fleet Collier No. 12 but redesignated as a heavier-than-air craft tender, was commissioned in 1913.

The present Jason was built by the Los Angeles Shipbuilding and Dry Dock Corp. and commissioned on 19 June 1944. She repaired vessels at Pearl Harbor, the Solomons, Marianas and other Pacific areas. In the fall of 1945, Jason served ships in Korean and Chinese waters and also assisted in the evacuation of Japanese Nationalists.

A "community in itself"—complete from factory to business offices to movie theatres and barber shops—Jason repaired CVs, CVLs, CVEs, BBs, CAs, CLs, auxiliary vessels and landing craft. During one four-week period, 85 ships were assigned to Jason for repairs.

Jason won the "meatball"—battle efficiency award—last year, as reported in ALL HANDS, September 1950, p. 47.

Still performing her usual duties in the western Pacific, Jason's movements are now "classified."—ED.

Right Arm Rates in 1940

SIR: Would you please settle a question by listing the right arm rates and the order of seniority as they were in 1940?—C.W.A., QMI, USN.

• In 1940, the ratings which comprised the seaman branch (right-arm rates), and precedence thereof, were as follows: boatswain's mate, turret captain (chief and first class only), gunner's mate, torpedoman, quartermaster, signalman and fire controlman.—ED.

Shipping Over in Foreign Port

SIR: Article C-10317, BuPers Manual, 1948, states that early discharges may be effected for the convenience of the government and that a man may be discharged early so he can receive his reenlistment allowances prior to an extended cruise.

However, in ALL HANDS, November 1950, p. 27, you state that a man may be reenlisted in a foreign port. Is it necessary, therefore, to reenlist a man early if the ship is going on an extended cruise? If he can be reenlisted in a foreign port, what are the provisions regarding travel allowance?—W. A. P., Jr., YNSN, USN.

• Since existing regulations do not prohibit discharge and reenlistment in a foreign port, it appears that it would not be necessary to reenlist early if you will have the opportunity to reenlist in a foreign port before the expiration of your present enlistment.

When the place to which you are entitled to travel allowance is in the United States, and the place of discharge is outside the United States (except Alaska, Canada, Mexico and Newfoundland)—or vice versa—the ports of New York and New Orleans are considered ports of entry or departure for locations outside the U.S. that are east of 100 degrees west longitude but west of 100 degrees east longitude. The ports of Wilmington, Calif., and San Francisco are considered ports of entry or departure for locations outside the United States west of 100 degrees west longitude but east of 100 degrees east longitude. Of the two possible ports of

entry or departure for any particular discharge or expiration of enlistment, the one which involves the lesser amount of land travel in the U.S. will be used.

Travel allowance in the foreign country where enlistment was accepted or expired will be allowed for land travel between the place to which you are entitled to travel allowance and the nearest port of entry to which commercial sailings are available from the established port of departure in the U.S.—or between the place of discharge or release and the nearest port of departure of commercial transportation for the established port of entry in the U.S.

However, when the place to which you are entitled to travel allowance or the place of discharge or release in the foreign country is not inland, and the usual mode of travel between that place and the port of entry or departure is by water—as indicated in the Official Milage Tables—travel allowance will not be allowed for this portion of travel.—ED.

Retirement for Commendation Holder

SIR: Can a man who has been awarded the Silver Star decoration with a permanent citation signed by the Secretary of the Navy, be retired after 20 years' service at 75 per cent of pay and allowances?—S.A.S., CHCARP, USN.

• Title 34 U. S. Code, section 410n, states: "All officers of the Navy, Marine Corps, and the Reserve components thereof, who have been specially commended for their performance of duty in actual combat by the head of the executive department under whose jurisdiction such duty was performed, when retired, except officers on a promotion list who may be retired for physical disability, shall, upon retirement, be placed upon the retired list with the rank of the next higher grade than that in which serving at the time of retirement shall be construed to mean the highest grade in which serving whether by virtue of permanent or temporary appointment therein."

That part of the provision which related to pay has been repealed. This advancement now carries no increase in pay with it and applies only to those holding appointments as officers at time of retirement.—ED.



USS JASON (ARH 1)—Hardworking repair ship completed jobs on 85 ships in single month.

Wearing Commendation Ribbon

SIR: I was one of five hospital corpsmen, members of a malariology specialty unit, who received letters of commendation for service in the Admiralty Islands. Am I entitled to wear the commendation ribbon and metal pendant? —D.S.K., HMI, USNR.

• All personnel of the Navy, Marine Corps and Coast Guard who have received an individual letter of commendation signed by the Secretary of the Navy; Commander-in-Chief, United States Fleet; Commander-in-Chief, Pacific Fleet; or Commander-in-Chief, Atlantic Fleet for an act of heroism or service performed between 6 Dec 1941 and 11 Jan 1944, are authorized to wear the commendation ribbon. (AlNav 11, NDB, 15 Jan 1944; AlNav 179, NDB, 15 Sept 1944.)

Fleet Commanders with the rank of vice admiral or above were given authority to award the commendation ribbon with a letter of commendation.

On 22 Mar 1950, SecNav established a metal pendant for the commendation ribbon. Individuals who have been awarded the commendation ribbon are eligible for the metal pendant. Applications may now be submitted to the Commandant of the Marine Corps (DL) and the Chief of Naval Personnel (Pers-B4). (AlNav 39-50, NDB, 15 Apr 1950; Joint Letter 50-914, NDB, 15 Nov 1950.)

A combat distinguishing device—the combat “V”—has also been authorized for the Navy, to be worn with the Legion of Merit, Bronze Star and commendation metal pendant, to indicate that the services were performed under combat conditions. This award must be approved by the Navy Department’s Board of Decorations and Medals. (AS & SL 46-319, NDB, Jan-June 1946; AS & SL 46-2042, NDB, July-Dec, 1946;



Commendation Ribbon with Combat Distinguishing Device

AS & SL 46-1847, NDB, July-Dec 1946.)

For additional information, it is suggested that you refer to NavPers 15790, a copy of which should be available for reference at any Navy recruiting station.—Ed.

Advancement to W-3

SIR: I am now a temporary chief warrant officer in pay grade W-2. My date of rank is 1 Jan 1945. According to the Career Compensation Act, I should advance to pay grade W-3 upon completion of six years of commissioned warrant service.

When will I be advanced to pay grade W-3? Does BuPers notify each officer individually or is the officer concerned responsible for notifying the disbursing officer upon completion of six years in a specific pay grade?

In what warrant pay grade will I retire, assuming that I am in pay grade W-4 upon completion of 30 years’ continuous active duty?—E.L.K., CHBOSN, USN.

• Regulations will soon be promulgated by the Navy Department indicating the requirements and procedures for the advancement in warrant pay grades. You will have to wait until these are forthcoming to determine when you will be eligible for advancement.

Upon completion of 30 years of continuous active duty, you will retire in the pay grade in which you are serving unless you are entitled to higher pay by other provisions of law.—Ed.

Dependent’s Allowance

SIR: My divorce decree does not specify that I must contribute to the support of my dependent child and I do not have a court order requiring me to contribute to his support. Since May 1946, however, I have had an allotment in effect to the child’s mother.

The disbursing officer now tells me that I am not eligible to draw dependent’s allowance unless I make out an \$80 allotment to go with the \$67.50 dependent’s allowance, making a total of \$147.50 my ex-wife would receive. I am given an alternative of getting a court order requiring me to contribute \$67.50 to the support of the child.

Can I draw the \$67.50 dependent’s allowance without obtaining a court order?—M.C.N., ADC, USN.

• Under the provisions of the Dependents Assistance Act of 1950, the credit of basic allowance for quarters must be substantiated by showing that the enlisted member has registered and is maintaining an allotment of pay in behalf of the dependent on whose account the allotment is claimed equal to the rate of basic allowance for quarters he is entitled to receive, plus the required contribution from his basic salary.

If the amount of child support is fixed by court order or written agreement approved by a court, at an amount less than the minimum allotment required, the amount required to be allotted may be reduced—at the election of the member concerned—to an amount not less than the applicable basic allowance for quarters or the amount that such member is required to contribute, whichever is greater.

If the member is not required to contribute to the support of the dependent concerned, he must allot not less than the minimum allotment required, to be entitled to the basic allowance for quarters.—Ed.

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Fire Fighters Defy Flames in Suits of Woven Glass

AFTER NEARLY five years of development, the Navy has perfected an improved fire-rescue suit of fiber glass and other materials which is expected to replace the asbestos suit now being used by firefighters.

In successful tests of the suit at the Fire Fighting School at the Philadelphia Naval Base, more than 100 gallons of gasoline and oil were ignited to produce a temperature of over 2100°.

Overalls, with shoes attached, a jumper or parka, and a hood, together with the Navy's oxygen breathing apparatus, make up the ensemble. Later, a helmet device, similar to the helmet-liner, will be added to the hood. The wrists are elasticized, insuring firm fitting mittens. Other size adjustments can be made via straps and ties. The suit is fitted with a well-anchored ring so that the wearer can be raised or lowered by ropes to reach spots which would be otherwise inaccessible.

The 35-pound fire and heat-proof suit consists of five layers, selected after thousands of combinations were tested. Sweat-absorbing wool flannel makes up the suit's inner lining, with a layer of felted fiber glass next. A lightweight fiber glass cloth, impregnated with neoprene and constituting the



HOT POPPAS emerge unscathed from raging gas and oil fire, dragging a 'victim' with them. In this test, temperature reached a torrid 2100 degrees.

"vapor barrier," is third. A second padding of fiber glass is next. This is covered with a layer of asbestos. All existing suits are hand-made, at a cost per suit of approximately \$250.

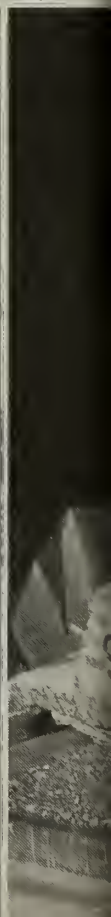
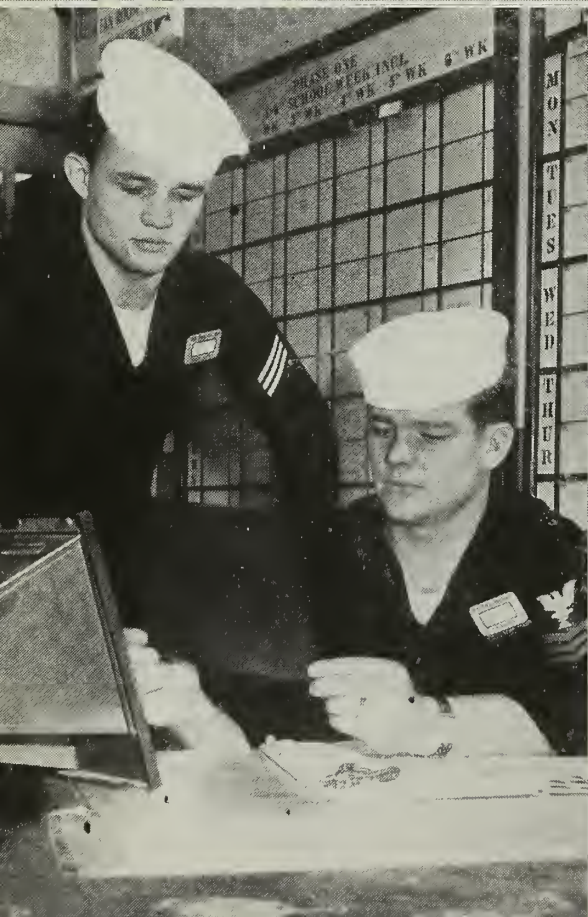
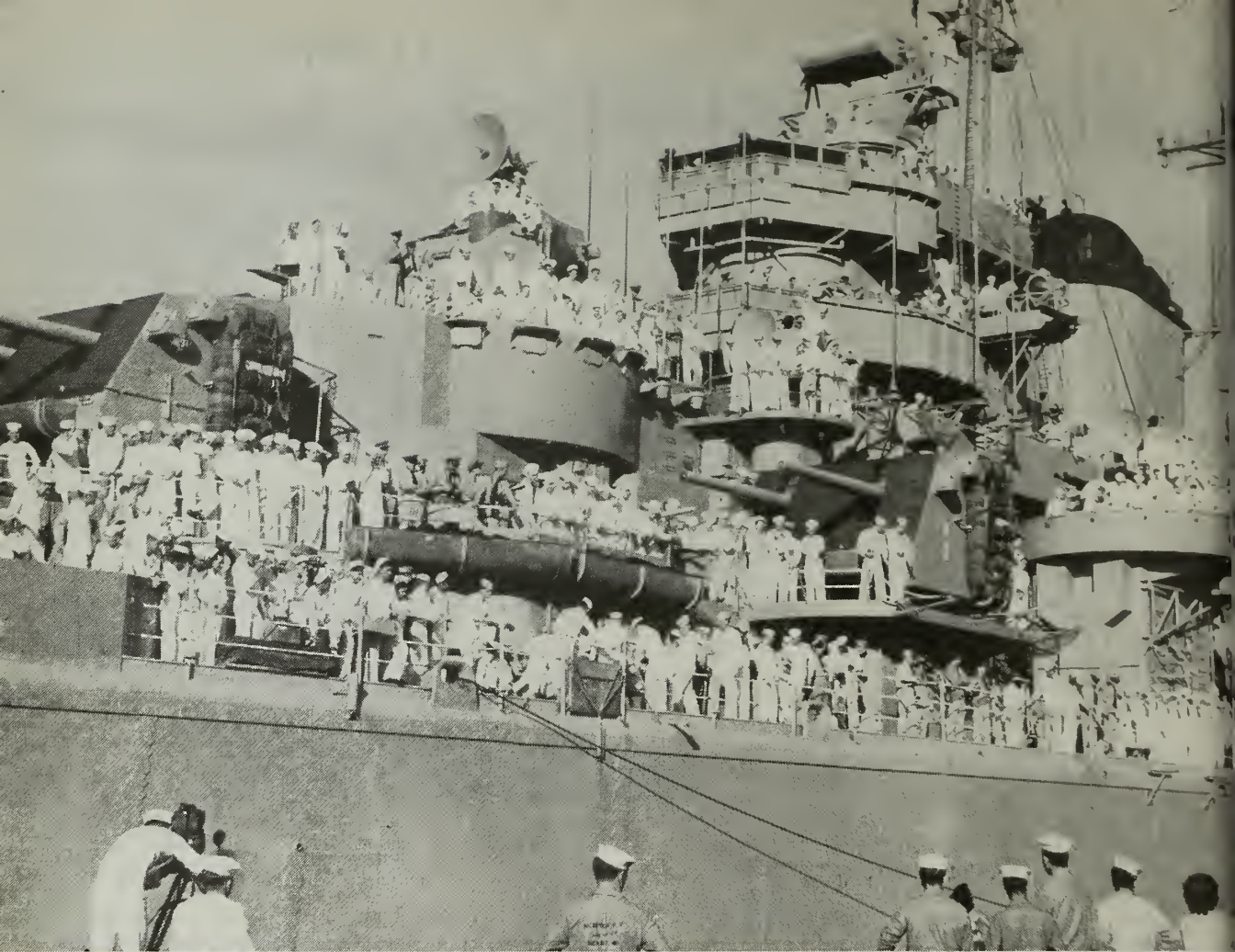
Considered the best of its kind, the Navy suit is more serviceable and only slightly more bulky than its predecessors. It withstands about 600° more heat than called for in the original specifications and

is considered superior to suits utilizing aluminum foil. The breathing apparatus enables a man to work strenuously for a half hour, less strenuously for about one hour.

Within a few months, the Navy expects to distribute 50 or 60 suits to various aircraft carriers where they will be used chiefly by trained rescue-men to recover pilots who would otherwise be trapped in their burning plane.



FREE AND EASY, man displays suit's flexibility. Right: man at right dons glass suit. Others wear asbestos type.



TODAY'S NAVY

Three New Chiefs of Bureaus Have Been Named: Schoeffel, BuOrd; Wallin, BuShips; Pugh, BuMed

Three new bureau chiefs have been named. Rear Admiral Malcolm F. Schoeffel, USN, former commander of the Naval Air Test Center, Patux-

ent River, Md., became Chief of the Bureau of Ordnance. Rear Admiral Homer N. Wallin, USN, reported as Chief of the Bureau of Ships on 1

Feb 1951. He had been Commander, Norfolk Naval Shipyard, Portsmouth, Va. Former BuShips Chief, Rear Admiral David H. Clark, USN, was ordered as Commander of the Norfolk Shipyard while Rear Admiral Albert G. Noble, USN, former BuOrd Chief, replaced retiring Vice Admiral Edwin D. Foster, SC, USN, as Chief of Naval Material.

Rear Admiral Lamont Pugh, MC, USN, is the Navy's new Chief of the Bureau of Medicine and Surgery, succeeding Rear Admiral C. A. Swanson.



RADM Schoeffel



RADM Wallin



RADM Pugh

← The Navy in Pictures

FIGHTING CRUISER, USS *Rochester* (CA 124), is welcomed into Pearl Harbor after six months of almost constant operations around Korea. A veteran of the Inchon, Chongjin, Wonsan and Hungnam shows, the big ship was due for routine overhaul in the States. Bottom left: A. L. Bradbury, PH1, (right) grades a negative submitted by his kid brother G. G. Bradbury, SN, at the photographic school, Pensacola, Fla. Center: Big R. H. Brown, SR, poses as a chinning bar for fellow recruit H. Potts, SR, at Great Lakes. Right: Commissaryman Charles Bryant knew that USS *Essex* (CV9) was coming out of mothballs so he baked a cake.

Escort Carrier Recommissioned

USS *Kula Gulf* (CVE 108), one of a group of escort carriers designed during World War II to provide ocean convoys with air cover, has been readied for recommissioning at the Boston Naval Shipyard. Reactivation was scheduled for mid-February.

Joining the Pacific Fleet too late for combat, *Kula Gulf* performed "Magie Carpet" duty in 1945 and 1946, earning the Occupation Service and China Service Medals before she became part of the Atlantic Reserve Fleet in January 1947.

YESTERDAY'S NAVY



Navy Department was established by act of Congress 30 Apr 1798. On 1 Apr 1917, U. S. naval forces were first mobilized for World War I duty and first DDs sailed from Boston for overseas battle service on 24 April.

APRIL 1951

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					



BUCKET HATS gleaming, Wave drill team of NAS Alameda, lines up for a parade. Girls pound typewriters during the day, practice drill in off hours.

Scouts 'Invade' Virginia

Hear about the big invasion of Jamestown Island near Norfolk, Va.? Some 500 uniformed (very young) men poured ashore there from a small Navy landing ship and remained for a considerable number of hours before withdrawing.

Not a shot was fired.

This was part of the Boy Scouts

of America 40th anniversary observation, and the "invaders" were, of course, Boy Scouts. They camped overnight at the spot where English colonists settled in 1607, and later toured the ruins of Jamestown, the first permanent English settlement in America.

Thirty troops of the Peninsula Council of Virginia were represented in the group. Transportation was

provided by a Navy landing ship (utility)—uss LSU 1462.

Emphasized in the BSA 40th anniversary observation was a "Crusade to Strengthen the Arm of Liberty." The goodwill visit to historic Jamestown was in line with the crusade.

Kilroy Radio Station

United Nations forces in Korea lucky enough to have radios are now enjoying programs broadcast by their own "Kilroy radio station."

Manned by nine enlisted men and one officer, the station operates from a two and one-half ton truck. A piece of wire, stretched 750 feet on available trees, is its transmitting aerial.

The station, which began its activities somewhere south of Seoul early last January, is probably the only mobile station in the world set up to broadcast commercial-type programs. It has been nicknamed the "Kilroy Station" because neither its staff nor its many listeners know where it will be located next.

Flight Record Surpassed

Planes of Fleet Logistic Air Wing Pacific, flying close schedules ever since the outbreak of the Korean war, have surpassed the record set

Divers in Alaska Descend Through Hole in Ice to Unplug Reservoir



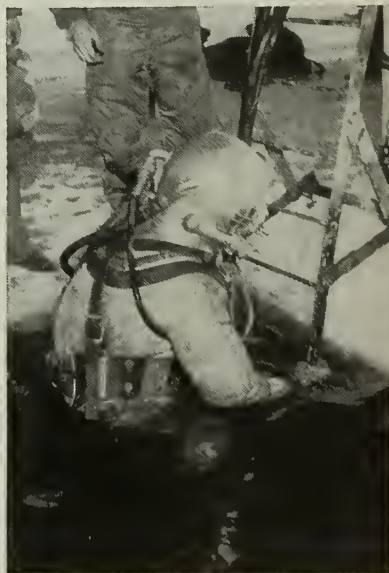
PREPARING for a frigid dive, G. R. Nichols, TM2, USN, sits atop the ice layer as buddies help button him up.

Some of the most rugged diving operations Navy divers are called upon to perform are carried out as a matter of course at NOB Kodiak, Alaska.

December weather in Alaska is seldom better than mighty nippy, but when a sunken drift log stopped up an outlet for a water supply reservoir, there was little choice but to call upon the divers.

Donning heavy woolen underwear and winter diving gear, the divers went to work through a hole sawed in the 12-inch-thick ice. The log was located in the icy waters and removed from where it could block the outlet. Diving time beneath the ice was limited to a short period because of the cold.

The divers took their task all in stride. Says a release from the base: "Kodiak provides winter diving conditions and gives the divers excellent experience."



SLIPPING beneath freezing water, diver must walk under ice to work site. He can stay only a few minutes.

by a rival squadron announced in an article, "VR-8 Sets Another Record," (ALL HANDS, November 1950, p. 39).

Spurred on by the article, FLAW-Pac "statisticians" report that squadron VR-2's Philippine Mars flew 355 hours and an R5D of VR-5 flew 311.1 hours during August, nosing out the VR-8 R5D that had logged 274.9 hours for the same period.

In September, FLAWPac's "statisticians" continue, an R5D of VR-21 flew 309 hours. Another R5D of the same squadron flew 347 hours in October. Hawaiian Mars tops all figures in October, however, by logging a total of 369 hours.

FLAWPac squadron VR-2 is at Alameda, VR-5 at Moffett Field and VR-21 at Barbers Point.

Two U.S. Cruisers to Argentina

Two light cruisers—uss *Phoenix* (CL 46) and uss *Boise* (CL 47)—have been sold to Argentina under the Mutual Defense Assistance Program.

These ships, which displace 9,700 tons and are 608 feet long, are being reactivated at the Philadelphia Naval Shipyard.

Under similar agreements, uss *Philadelphia* (CL 41) and uss *St. Louis* (CL 49) were transferred to Brazil and uss *Brooklyn* (CL 40) and uss *Nashville* (CL 43) were transferred to Chile.



HARD BARGAIN is driven by Thomas Gamache, AD2, of USS *Midway* (CVB 41), on a side street in Algiers.

Museum Shows Old Sea Prints

A pictorial exhibit, entitled "Sea Power and Early American History," will be held at the Truxtun-Decatur Naval Museum in Washington, D.C. until the second week in May.

Consisting principally of maritime prints from the Eberstadt Collection, executed by European engravers in the period from 1500 to 1800, the exhibit will also include representations of the operational features of sea power during several centuries of American history.

Admission to the exhibit is free. It is sponsored by the Naval Historical Foundations.

New Cruiser Launched

The Navy's newest fighting ship is uss *Northampton* (CLC 1). The cruiser was launched at the Quincy Yard of the Bethlehem Steel Corporation, Quincy, Mass.

Officially designated as a command ship, *Northampton* will function as an AGC—an operations-communications-headquarters vessel—but will have more speed, maneuverability, armament and anti-aircraft firepower.

Northampton was originally designed as a cruiser of the *Baltimore* class. Begun in 1944, she was almost completed when her construction was suspended at the close of World War II. Construction was resumed in 1948, at which time one deck was added to the basic structure and radical alterations were effected in internal arrangements, armament, superstructure and other details.

The ship is 676 feet long and displaces 17,000 tons. As in the case of *Baltimore*-class cruisers, *Northampton*'s propelling machinery will consist of geared steam turbines, driving four shafts, and developing a total of about 120,000 shaft horsepower. She will be fully air-conditioned.

Northampton is the second Navy vessel to bear the name of the famed Massachusetts town. The other, a heavy cruiser, was sunk off Guadalcanal in 1942, after taking part in several major actions.

Two DEs to Greece

Two destroyer escorts—uss *Garfield Thomas* (DE 193) and uss *Eldridge* (DE 173)—were recommissioned and then transferred to Greece in ceremonies at the Boston



HIGH SPEED transport is USS *Begor*, pictured off Hungnam. Ship is familiar figure in Far East.

All Hands Cover Photo Features APD in Action

Captions for the cover photo in ALL HANDS, Feb 1951, referred to the vessel pictured off Hungnam beachhead as a "patrol frigate" instead of its correct designation of "high speed transport."

The vessel, not otherwise identified in the picture captions on the index page of the magazine, is uss *Begor* (APD 127), which left the U.S. bound for Far Eastern waters in November 1950.

Begor is a familiar figure in the Western Pacific. Commissioned relatively late in World War II, she caught only the tail end of hostilities but was among the first vessels to enter Tokyo Bay on 26 Aug 1945. A report from *Begor*'s commanding officer at that time states that "in spite of news reports to the contrary," *Begor* was the first U.S. vessel to enter Yokosuka naval base, heading into the base at 0631 on 30 Aug 1945.

Between World War II and the outbreak of hostilities in Korea, *Begor* made many runs between the U.S. and Pacific bases.

Naval Shipyard, under provision of the Mutual Defense Assistance Program.

Both ships, named in honor of American naval officers who lost their lives in action, saw extensive service in European and Pacific waters during World War II.

Garfield Thomas entered the Royal Hellenic Navy as HMS *Panther*, and *Eldridge* was renamed HMS *Lion*.



FRENCH SAILORS learn intricacies of small amphibious landing craft engineering (left) and boat handling (right) from U.S. Navy personnel of LanFtTngCom at Little Creek, Va. Course is part of Mutual Defense Assistance Program.

U.S. Navy Trains French Sailors

Twenty French sailors, now being trained by the Navy in the operation of small type landing craft, are the first foreign sailors to be trained in the United States as part of the Mutual Defense Assistance Program.

The sailors are receiving their schooling at the U.S. Naval Amphibious Base, Little Creek, Va. Navy CPOs are serving as tutors in the concentrated program, teaching the Frenchmen the operation of LCVs and LCMs. Both types of craft were used during landings in Korea.

Aided by French-speaking American sailors, doubling as interpreters, the training is now almost 40 percent ahead of schedule.

When the sailors complete this course, which includes both engineering and boat landing, they will go to Seattle to aid in the activation and transfer of a number of amphibious vessels from the United States to the French fleet.

Dixie Adopts Foreign Ships

Unification is international in scope when ships of UN forces need attention in the far Pacific. The destroyer tender *uss Dixie* (AD 14) has played the part of "mother" to a brood with widely scattered homelands.

Besides looking after ships of the U.S. Navy, *Dixie* had tended vessels of Great Britain, France, Thailand, Canada, New Zealand, Australia and

the Republic of Korea at last report. Warships of all these countries went back into service in top fighting trim after short periods alongside the bustling tender.

New Shipbuilding Program

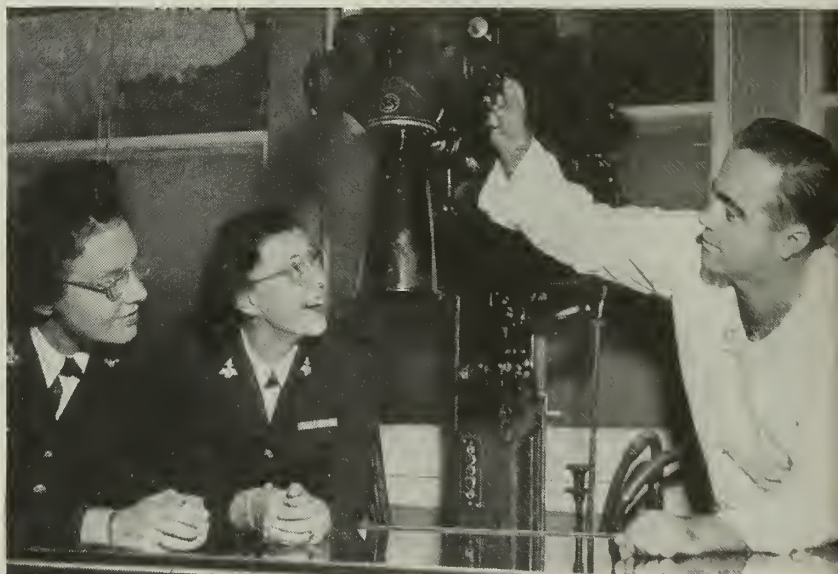
Foreign countries and the Army will share with the Navy in a new shipbuilding program that will produce minesweepers, amphibious vehicles and lighters.

Plans were made to construct 48 minesweepers, 113 amphibious vehicles and 203 lighters and barges. Of

the latter figure, the Army will receive all but 30.

Twenty-nine of the minesweepers will be for United States use while the remaining 19 will be distributed among Mutual Defense Assistance Program countries. Included in these figures are eleven 165-foot minesweepers (AM), nineteen 138-foot minesweepers (AMS) and eighteen minesweeping boats (MSB).

The amphibious vehicles will include 70 armored vehicles (LVT(A)) and 43 personnel-carrying vehicles (LVT).



WAVE MEDICS, ordered to active duty by 13th ND, are briefed on latest X-ray technique. Korean action increased need for trained hospital personnel.

Clever Flight Safety Idea

Navy pilots have come up with a new and worthwhile scheme to iron out problems affecting flight safety—"Anymouse Reports."

Originated by VR-31, Fleet Logistic Air Wing, Atlantic/Continental, the "Anymouse Reports" consist of a compilation of unsigned voluntary accounts submitted by squadron pilots of personally experienced incidents involving flight safety.

The cloak of anonymity aids materially in encouraging submission of the reports, for few pilots want to admit carelessness which resulted in a narrow escape.

All "Anymouse Reports" are read and discussed at weekly pilot meetings and suggestions are made to prevent reoccurrences. Since many near accidents are the result of pilot carelessness, incapacity or neglect, this opportunity to profit by the mistakes of others is expected to prove valuable in promoting flight safety.

Small Ship, Big Hearts

Crew members of *uss Marsh* (DE 699) took time out from their battle stations to play Good Samaritan for two South Korean orphanages and a home for invalids when they distributed a truckload of clothing provided by their friends and relatives.

The crew also presented \$275 to the port chaplain for the purchase of food for these unfortunates. Previously, a similar gift of clothing was made to the mayor of a southern Japanese port for distribution to his city's needy.

7 Waves on Ike's Staff

Seven Waves are now serving on the Paris, France, staff of General Dwight D. Eisenhower, Supreme Commander of the North Atlantic military forces.

Of the seven "continental" Waves, all but one are enlisted women: four YNIs and two chiefs. A novel sidelight is the fact that one of the YNCs and the lone officer, Lieutenant Carrie C. Carte, *usn*, are expert pistol shots. Both Lieutenant Carte and the chief, Helen Weaver, YNC, *usn*, are so officially classified by the Navy and each has plenty of medals for visual proof.

According to the detailing people at BuPers, Misses Carte and Weaver were picked for the Parisian duty on the same qualifications as the others;



CUB SCOUTS learn to tie bowline under practiced eye of L. J. Pollock, SN, one of crew of *USS Rombach* (DE 364) who volunteered to teach Seattle scouts.

not because of their pistol-packin' proclivities.

The Navy to the Rescue

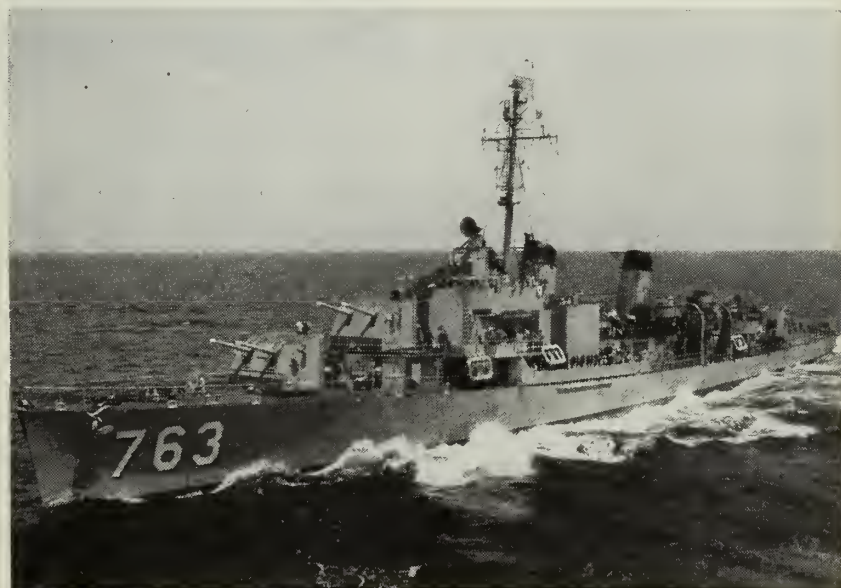
uss Estero (AKL 5), a small Navy cargo vessel, was a welcome sight to two American scientists when the ship approached tiny Kapingamarangi Atoll in the Trust Territory of the Pacific. *Estero* was there to remove the pair who had spent five months on the islet.

The two scientists, Dr. Kenneth P. Emory and Dr. Ralph E. Miller, had

been sent out by the Pacific Science Board of the U.S. National Research Council, in cooperation with the Navy. Dr. Emory, an anthropologist, called his work on the atoll "the last contact with the ancient Polynesian mind."

Originally, the sojourn was planned for a period of two months. However, a small ship which was to come and get the scientists proved to be too small and unsafe for the journey.

Kapingamarangi Atoll is one of the most primitive areas in the Pacific.



SMART SHIPS and well-trained crews mean security for the nation. *USS William C. Lawe* boils along during operations with Lant Flt destroyer force.

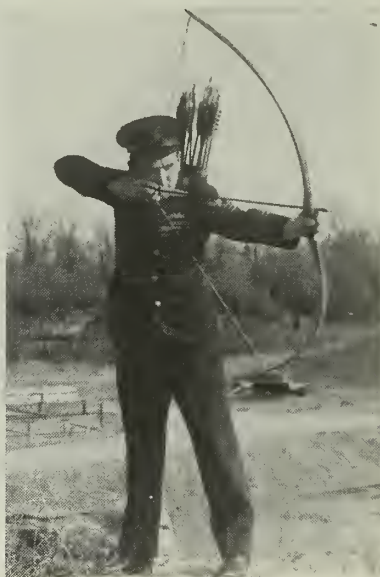
Gunner's Mate Spends Happy Off-Duty Hours Twanging Bow and Arrow

Chief Gunner's Mate Joe Maltby, USN, spends his on-duty hours working with some of the most modern weapons in the world, and his off-duty hours with one of the most primitive of weapons — the bow and arrow.

Maltby is an expert archer. Back in 1946 he bought a cheap lemonwood bow and a handful of arrows and started twanging away at a target behind his barracks. Today Maltby is president of a field archers club, runner-up for the New England Field Archery Championship, and a popular exhibitor of bow and arrow marksmanship at sportsman's shows.

Last summer Chief Maltby challenged a golf champion to a game of "archery-golf." The idea was that the golfer would shoot his regular game, and Maltby would use his bow and arrow. Each arrow shot counted as a stroke. When the golf champ teed off on the fairway with a driver, Maltby let fly a lightweight shaft called a flight arrow. From the spot where the arrow landed, he took his next "shot." On reaching the green, instead of sinking the ball in the cup, Maltby shot a four-inch ball off a two-inch stand.

When the match ended, Maltby



MODERN DAY William Tell, Joe Maltby, GMC, shows how he once beat a golf champ at his own game.

had defeated the golf champion by a score of 58 to 70.

Shortly after he took up the bow and arrow, Maltby gave up store-bought lemonwood bows and began making his own equipment. His precision, hand-made longbows give him greater accuracy.

"When I make a bow," Maltby

says, "I get a three-foot billet or a six-foot stave of osage or yew, cut green from the tree, and paint the ends so they won't chip. Then I season it by soaking it in water for six months. When I'm working a billet I cut it lengthwise, carve a fish tail joint and glue it together. With a draw knife I rough carve the bow and put a string on it to see if it bends evenly. Next, I shave and sand it down to the right weight and thickness. The weight of the bow determines its strength or pull. I notch the bow at both ends and string it with line or a commercial raw silk product called fortisan."

When he has finished, Chief Maltby has a bow that will last four or five years.

"Arrows are easier to make," Maltby continues. "I buy Oregon cedar doweling already cut to the right diameter, cut it to the proper length, glue on three pointer or flight feathers from a turkey's wing, cap it with a steel head and fit a plastic nock on the end for stringing. I finish the arrow with shellac, steel-wool it to a satin finish, and then paint it."

The chief recommends archery as a fine sport for any sailor.—Frank T. Chambers, JO1, USN.

Sailor Hillbilly Trio

A Navy hillbilly trio from USS LST 53 has been whooping it up in fine fashion, much to the delight of United Nations troops in South Korea.

The bluejacket band, which plays western tunes and swing dance music along with a well-rounded diet of Ozark Mountain ballads, is in great demand at Pusan clubs and GI service clubs, where jitterbugging Korean lassies join in the fun.

Members of the professional-caliber trio include Joseph A. Abdallah, SH2, USNR, a veteran of 14 years in show business who gets melody from a carpenter's saw as well as from a bass fiddle; Leonard Crook, SN, USN, known as the champion cowboy crooner of Alaska; and Ernest M. Leach, TE3, USNR, who organized the trio. Leach, a fiddler, also plays the piano, bass, mandolin and other strings.



THREE IOWANS, Carl Rusch, BM3; Jim Farrell, SN and Whitney Lohmeier, SN, play for SubPac's champs.

Pistol Ace Collects Medals

Last spring, in an inter-service pistol meet, Thomas D. Elton, AO1, USN, NAS Alameda, stepped up to the firing line to sight his .45 in his first competitive match. When the scores were tallied, Elton was presented with the first-place medal. Eight months later he had won 29 others.

Although Elton has been a gunner's mate for a number of years, he never got around to firing in competition until another Navy pistol expert noticed how frequently he punctured bull's-eyes when test-firing pistols at the Alameda pistol range. Elton, it seemed, was a "natural," and needed only to be taught certain techniques



T. D. Elton, AO1

of competitive firing. Since then, Sure-shot Elton has won some type of award in every match in which he's competed.

His highest ambition is to beat the record of top Navy pistol shot Luther W. Yoeum, GMC, USN.

New EM Club in Frisco

When it comes to gala openings, even a Broadway production would find it hard to outdo the new enlisted men's club at Naval Shipyard, San Francisco, Calif. More than 2,700 guests attended the club's grand "first night."

The new EM club is located in the area once occupied by the canteen of the submarine barracks. It opens its doors at 1700, Monday through Friday, and at 1300 on Saturdays, Sundays and holidays. An enlisted men's committee, headed by a CPO as manager and a lieutenant as club adviser, is in charge of the recreation facility.

Navyman King for a Day

When the city of New Orleans held its annual Mardi Gras last month, the man who reigned as King was a Navy hospital corpsman first class who had fought the Communists with the Marines in Korea.



L. A. Larson

As carnival king, the HM1, Lindsay A. Larson, Jr., received the homage of thousands as he moved slowly through New Orleans streets on an ornate float. His float was part of the Parade of Patri-

tria, a highlight of Mardi Gras Day, when the week-long celebration reaches its peak and its end. At the New Orleans City Hall reviewing stand he was toasted by his "Queen," and by his "Court" which consisted entirely of men and women from the various branches of the U.S. armed forces.

Although a native of New Orleans and long familiar with the city's famous Mardi Gras, Larson never expected that he would some day "rule" the colorful event. His being selected as King was in keeping with the theme of the Parade of Patria—a tribute to the Army, Navy, Air Force, Marine Corps, Coast Guard, National Guard and Reserve components.

SIDELINE STRATEGY

On the fantail of USS *Newman K. Perry* (DDR 883) anchored in Newport, R.I., James C. Leasure, GM3, USN, suddenly stood up and pointed. About a mile off shore a deer was swimming, headed for the ship.

Leasure and three other sailors obtained a boat and headed for the creature. As they approached the frightened doe swam hard to get away, but they maneuvered the boat alongside. Leasure, fastening a lasso from the boat's bowline, flicked it expertly over the head of the deer and hauled the animal alongside. Three struggling sailors hauled the kicking doe into the boat and headed for the nearest shore, where they released it.

* * *

John Kjos, AN, USN, is a man with a talent for organization. First he organized a women's bowling team at NAS Barber's Point, Oahu, T.H., and when they could find no opponents, he got the ball rolling to create a bowling league for the wives of servicemen stationed on Oahu. Currently the unmarried airman is directing a league of 50 women bowlers. Husbands of the keepers keep away from the alleys when their spouses are scattering pins, muttering that Kjos "is the only man with nerve enough to put up with all those women."

The softball team of Boat Operations, Naval Station, Cavite, P.I., tangled with the FASRon 119 sluggers, and wants the whole Navy to know about it. In a letter of grim satisfaction to ALL HANDS, an "official" of the team writes:

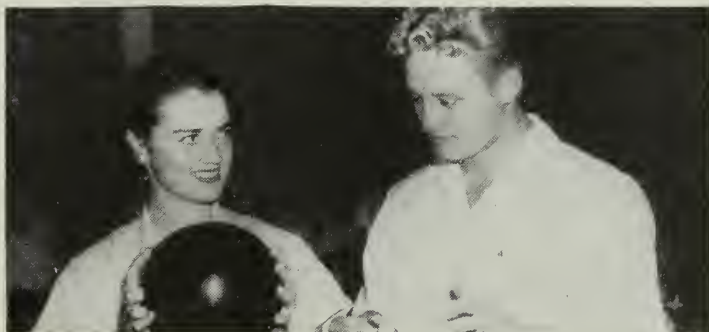
"Dear Editors: Well, to start things off we have a little bragging to do. Also a little something to rub in. A while back the softball team of FASRon 119 was bragging about what a 'hot to go' outfit they were.

"The game was close all the way but we won (4-3) in 11 innings. Ol' Dad Collins, the manager of their team would've liked to cried when we won.

"We surely are proud. Also I guess those new red and white uniforms helped a little." —"Hose Nose" Jacobs, Assistant Manager.

* * *

Korean harbors are not exactly the safest places in the world, and Navy seamen operating small boats in these harbors are equipped with small arms. Just how well the sailors have learned to use their guns was demonstrated when an eagle flew over an LCVP operated by Rowlan B. McDaniel, Jr., SN, USN, and Melvin C. Morse, SN, USN. Their carbines cracked and the eagle tumbled into the bay. It had a wingspread of 10 feet.—Earl Smith, JOC, USN, ALL HANDS Sports Editor.



BOWLER John Kjos, AN, shows grip to a Barber's Point Kegler.

Brief news items about other branches of the armed services

★ ★ ★

ARMY'S ARMOR AND ARTILLERY branches will be sporting new insignia before long.

The new insignia designed for the Armor branch—which replaced the old Cavalry branch—consists of a front view of an M-26 tank (original version of the Patton tank), with gun slightly raised, superimposed on two crossed Cavalry sabers in scabbards with cutting edge up. Of gold colored metal, the insignia for officers will be 1 3/16 of an inch in height while that for enlisted men will be reduced in size so that it can fit on a one-inch metal disk.

The color of the former Cavalry branch, yellow, will be used by Armor branch. Guidons will be yellow, with green insignia, letters and numerals. Enlisted men's garrison cap braid will be yellow.

The new Artillery branch—a consolidation of the Field Artillery, Coast Artillery and Anti-aircraft Artillery will retain the crossed field guns insignia, used by the Field Artillery for over 100 years. Guidons will be scarlet with yellow insignia, letters and numerals. Garrison cap braid for EM will also be scarlet.

★ ★ ★

A NEW ARMY DEVELOPMENT in the field of medicine is methadone, a synthetic narcotic which could replace morphine.

Milligram for milligram, methadone has the same effect as morphine. Made from substance available in the U.S., the new synthetic will end American dependence on foreign opium markets.

Methadone has a pain-killing power as great as that of morphine, yet it has fewer objectionable side-effects since it produces less nausea and vomiting. Because methadone may be less habit-forming, it is expected to be very useful in curing morphine addicts. The drug was tested extensively at an evacuation hospital at Hamhung, Korea, and in Tokio and several stateside hospitals. It is generally administered subcutaneously—under the skin, that is—but may be injected directly into a vein or given by mouth.



SPHERICAL visor glues crash helmet to pilot's head, makes safer bailout for man and equipment at 500 mph.

JET PILOTS, forced to bail out of their planes, will be safer with new headgear developed by engineers at Air Materiel Command's Aero Medical Laboratory, Dayton, Ohio.

The new safety device is a spherical visor that virtually glues a flier's crash helmet to his head, in bailouts of more than 500 miles per hour. It protects the flier from concussion and prevents loss of valuable oxygen equipment.

★ ★ ★

A FAST-WORKING CAMERA that produces finished pictures in two minutes has been developed under the sponsorship of the Army's Signal Corps Engineering Laboratories at Fort Monmouth, N. J.

Called "Two-Minute Minnie," it operates by means of a new electrostatic process in which light is recorded on a selenium-coated metal plate that has been sensitized by an electrical charge.

An ordinary lens and shutter are used and the light source is the same as for an ordinary camera. From a military standpoint, the new camera is expected to have several important advantages:

- Need for a darkroom is eliminated since the entire



ARMY RANGERS—volunteers all — are back. As in World War II, all training is under near-combat conditions.



SERVICE CLUB of Long Branch, N. J.—inspired by Korea—provides off-duty fun for soldiers, sailors and airmen.

process is performed in the back of the unique camera.

- Storage problems will be decreased. Plates are not sensitive to light until electrically charged in the back of the camera.

- Plates can be used again and again if the operator wipes off the image.

- Plates are not affected by atomic radiations.

★ ★ ★

A MORE COMFORTABLE and economical means of transporting troops by train may result from Army Transportation Corps' experiment with a converted Pullman tourist sleeper.

The car was converted by raising upper berths and inserting middle berths. Divided into 12 sections, with three berths each, and a drawing room, the car will accommodate 40 men.

★ ★ ★

ARMY PERSONNEL will be wearing a new cold weather uniform in the near future.

Designed to replace the "cold-wet" uniform, the new ensemble developed by the Quartermaster Corps follows the layer principle—woolen inner layers beneath wind-resistant and water-repellent cotton outer garments. It eliminates one layer, however, and utilizes items which are lighter in weight and yet afford greater protection from the weather than the winter uniform now in use.

★ ★ ★

A NEW AIRCRAFT, designated the YC-124B, is being built for the Air Force.

Powered by four turbo-prop engines, the new version of the C-124 *Globemaster II* heavy transport will have an increased speed, range, payload, rate of climb and service ceiling.

Originally developed for the Navy, the engines are rated at 5,500 horsepower each.

The aircraft will be equipped with wing-tip heating units for thermal de-icing of the leading edges of both wings. A pressurized flight crew compartment will permit continued operation at higher and more economical altitudes.

WHOLE INFANTRY SQUADS may be dropped inside "boxes" rather than as individual parachutists if new containers being developed at Wright-Patterson Air Force Base, Dayton, Ohio, live up to expectations.

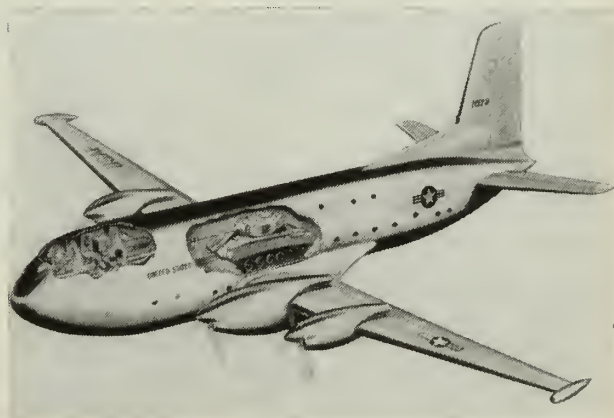
Two types of containers are planned. One is designed to hold 500 pounds of cargo while another, the "universal," will hold 6,000 pounds of men or cargo.

A metal landing skid, with a plywood floor, forms the base of the container. Four movable aluminum triangular compartments, attached to a framework made up of tubular sections, can be arranged as a box to carry cargo or rearranged to accommodate troops.

Four large air bags, constructed in the shape of barrels, take much of the "bounce" out of landings. They are fastened under the skid and remain deflated until the container is dropped. Air then rushes in through one-way openings during descent, making effective landing cushions of the bags.

A 100-foot parachute is used for loads up to 3,500 pounds while two are used for heavier loads. The 500-pound container utilizes a 24-foot chute.

So far no persons have descended in the containers.



GLOBEMASTER II, AF's big tank-carrying transport plane, is now to get more powerful turbo-prop engines.

THE BULLETIN BOARD

Active Duty Naval Reserve Enlisted Personnel May Enlist in Regular Navy

Naval Reserve enlisted personnel on active duty are now being given the opportunity to enlist in the Regular Navy.

Two methods or programs whereby active duty Reservists may enlist in USN have been announced:

- First, Reserve personnel on active duty who meet all requirements may be enlisted in the Regular Navy under the same conditions which have been prescribed for broken-service reenlistments of former Regular Navy personnel. An identical program is open to Reserve Personnel on inactive duty. Under its provisions, such Reservists in pay grade E-4 or above may be enlisted in the Regular Navy at least one pay grade lower than that held at the time of discharge from USNR.

- Second, Reserve personnel on active duty who meet the additional requirements will be given the opportunity to take a competitive examination which, if successfully completed, may allow them to enter the Regular Navy in the same pay grade held at the time of discharge from the Naval Reserve. However, the needs of the service will determine the number of personnel in each specific rate that may transfer to the Regular Navy under this plan.

If there are more fully qualified



"But, doc, it couldn't be. . . I've never been an athlete."

applicants for a particular rating than can be absorbed without exceeding budgetary and rating structure limitations, enlistments in the Regular Navy will be limited to those Reserve Personnel with the highest score on the competitive exams. In those rates in which the Navy is already up to or in excess of requirements, only a limited number of Regular Navy enlistments will be permitted.

Reserve personnel who fail to qualify for enlistment in the Regular Navy in an equal pay grade can be enlisted in USN under the provisions of the first mentioned program only.

All active duty Reservists who wish to enlist in the Regular Navy under the second program must: (1) complete at least one year of continuous active naval service immediately prior to enlistment in the Regular Navy, and (2) be found professionally qualified for the appropriate *general service* rate by successful completion of a regularly scheduled service-wide competitive exam. All phases of the general service rate will be included in the scoring of this competitive examination.

For full details on eligibility requirements and administrative procedures connected with the enlistment of Reserve personnel in the Regular Navy under these two programs, see BuPers Circ. Ltr. 8-51 (NDB, 31 Jan. 1951).

Don't Move Your Family To the Mediterranean, Is BuPers Recommendation

Personnel temporarily assigned to duty in the Mediterranean area for periods of less than six months are advised of certain conditions which they should consider before deciding to take dependents to that area.

BuPers Circ. Ltr. No. 6-51 (NDB, 31 Jan 1951), states that dependents of such personnel are not eligible for transportation in MSTs ships to and from this area. Therefore dependents must use commercial facilities, at their own expense and not subject to reimbursement.

The following conditions obtain in the Mediterranean area:

- No quarters for dependents are available.
- Persons proceeding to the Mediterranean will be required to live on the local economy and on such facilities as are available to the general public.
- Living expenses while not prohibitive are extremely high and beyond the means of the average naval service family.

- No hospital, dental or medical facilities are available for dependents.

- Return commercial transportation to the United States cannot be obtained readily during the tourist season and should be arranged for prior to departure from the U. S.

For those who elect to move their dependents to the Mediterranean area despite these conditions, these recommendations are made:

- Personnel are advised to make a survey of the situation before deciding to move their dependents.

- All passport arrangements must be made direct with the Department of State in Washington, D. C., or with the clerk of the court nearest the home of the dependents. Application should not be made to the Commander in Chief, Naval Forces, Eastern Atlantic and Mediterranean, for permission to bring such dependents traveling as private individuals to the Mediterranean area.

- All passport and visa charges,

USN Doctors with Army Ordered Back to Navy

The first 100 of a group of 570 Navy medical officers on loan to the Army have been ordered to return to duty with the Navy.

This group was expected to report back to duty with the Navy sometime in February. The remaining medical officers will be ordered back to the Navy in monthly increments.

These medical officers were ordered to duty with the Army several months ago by the Secretary of Defense to alleviate the shortage of Army doctors.

at the regular rates, must be paid by the applicant.

Naval personnel who transport their dependents to the Mediterranean area at personal expense do so entirely on their own responsibility and are warned that government transportation will not be available for their return to the U. S.

Point Mugu, Calif., Added To Housing Shortage Areas

One more area has been added to the list of those reporting critical shortages of housing for naval personnel (see ALL HANDS, December 1950, pp. 47-49).

• *Point Mugu, Calif.* — Students selected for training at the U.S. Naval School, Guided Missiles, should not bring dependents to this area without making prior arrangements for their housing.

Long waiting lists for "available" federal housing at nearby Oxnard and Port Hueneme make it impossible for students to obtain government housing during their five months' tour at the school.

Civilian housing can be rented at prices comparable to those in other critical areas. A three-room furnished apartment, when available, rents for approximately \$80 per month.

Selection Board Schedule For 3 Months Announced

Both Regular officers and Reserve officers on active duty will be considered by a selection board for promotion to the grades of lieutenant commander and lieutenant in April, according to Alnav 5-51 (NDB, 31 Jan 1951).

Early in March, a board is scheduled to meet to consider USNR officers on active or inactive duty for promotion to the grades of captain and commander. USNR officers on inactive duty will be selected for the grades of lieutenant commander and lieutenant in May.

Those who are eligible include Reserve officers who are senior to the junior Regular Navy officer in each zone. USNR officers placed on the inactive-status list prior to the convening of the boards are not eligible for selection.

HOW DID IT START

Dipping the National Ensign

The naval courtesy of dipping the national ensign in acknowledgment of such a compliment by a passing vessel, is a survival of an old-time custom.

Regulations once were that a merchant vessel, upon approaching a warship on the high seas, was required to heave to and clew up all canvas to indicate her honesty and willingness to be searched. And such vessel was to stand by until the adjacent man-o'-war either sent a boat off to inspect her papers or signaled her to proceed. It was natural that delays would result from such a procedure and in later years the rule of dipping the flag was authorized as a time-saving substitute.

Today, ships of the U. S. Navy as a mark of courtesy return dip for dip all such salutes rendered by any vessel under U. S. registry or the registry of a nation formally recognized by the government of



the U. S. No U. S. Navy ship dips her ensign, however, except in return for such a compliment.

Only Low Priority Doctors Can Apply for Commissions

Applications from Priority 2 doctors are no longer being accepted for USNR commissions in the Medical Corps. With applications from Priority 1 doctors—those who were deferred because of participation in the Navy's V-12 or similar programs and who had less than 90 days' active duty during World War II—closed since last November, only those in Priorities 3 and 4 are now being accepted.

However, applications of Priority 2 physicians, already accepted by the Office of Naval Officer Procurement, will still be processed.

Priority 2 includes doctors and dentists who participated in the V-12 program, the Army Specialized Training Program, or similar programs who were deferred from World War II service to continue their education and who have served 90 days or more—but less than 21 months—on active duty, after they completed or were released from their program or course of instruction.

Doctors not included in the first two priorities who were not on active duty between 16 Sept 1940 and the end of World War II are in Priority 3. Those not included in Priorities

1 and 2 and who were on active duty between 16 Sept 1940 and the end of World War II are in Priority 4.

Applications for the Regular Navy Medical Corps are still being accepted from physicians in all priorities except former ASTP students. The Dental Corps Reserve remains closed to Priority 1 dentists but is open to those in Priorities 2, 3 and 4, unless they are former ASTP students. The Regular Navy Dental Corps is closed to dentists in all priorities.

Class A Stewards' School To Open at NTC San Diego

A Class A School for stewards has been established as a component of the Service Schools Command, NTC San Diego, Calif., which will turn out approximately 25 trainees every four weeks.

One officer and eight enlisted instructors will train enlisted personnel in the requirements of the steward rating, covering technical qualifications for second and third class petty officers. The course will last 12 weeks.

Most of the trainees will be selected from graduates of recruit training, but small returnable quotas will be provided for Fleet personnel.

Distribution to Start Soon Of Second NSLI Dividend Paid by Anniversary Date

First payments of the new special NSLI dividend are expected to reach policyholders next month, with other checks continuing to go out during the rest of this year and into 1952.

April payments of the current dividend will go to people who have policies with anniversary dates in January and perhaps to a few with policies with anniversary dates in February. Thereafter, it is expected that the dividends will be paid individually for each eligible account within approximately two months after the anniversary date in 1951. That is, if a policy was taken out on 1 Oct 1949, for instance, the holder can expect to receive that long green check some time before the end of November this year.

Dividends must be taken in cash; they cannot be left on deposit at interest. The government will retain all or part of dividends for any of several types of indebtedness, but not in the case of policy loans.

Policies issued in 1948, 1949 and

Revised Aircraft Training Course Is Now Available

The following new Navy Training Course is now available:

Introduction to Aircraft, NavPers 10303-A. (A complete revision of *Introduction to Airplanes*, NavPers 10303, the new course replaces the older one.)

1950 will earn dividends up to their anniversary dates in 1951, provided that they were in force three months or longer. For policies issued prior to 1948, the dividend basis will be the period from the anniversary date in 1948 to the anniversary date this year, 1951.

However, aviation cadets will receive dividends even though they have had to pay no premiums. Premium payments in their case are considered "earned," which fulfills the requirement.

Certain policies issued under a law concerning service-connected partial disability have numbers prefixed by the letter "H." These policies will not qualify for dividends, since they are "non-participating."

The amount to be distributed for approximately eight million policies is in the neighborhood of \$685 million. No action on the part of policyholders is necessary, unlike in the first dividend distribution when an application was required.

Of the more than 16 million persons involved in the first special dividend payment, only 40,000 for which application has been filed remain to be paid. These cases require special handling, a Veterans Administration spokesman said.

VA explained that the majority of the remaining policies require extensive search and development, often from records outside the Veterans Administration, to verify premium payments. The 40,000 such policies remaining represent a vast reduction from the approximately 400,000 which were on hand on 1 June 1950.

Veterans who have applied for the first special dividend and are entitled to it but haven't received it are assured by the Veterans Administration that every effort is being made to get the checks out to them.

World's Most Powerful New Turbo-Jet Engine Goes Into Production

The Navy's new J-40 turbo-jet engine—believed to be the most powerful in the world—has successfully completed its ground qualification tests and is being placed in production.

The new engine weighs less than 3,000 pounds and develops a thrust equivalent to 14,000 horsepower at modern flight speeds. By adding an afterburner, plus other developments, thrust can be stepped up to nearly 28,000 horsepower. This is more than one and one-half times the shaft horsepower developed by the main engines of such escort carriers as *USS Badoeng Strait* (CVE 116).

The engine is equipped with an electronic control system which is

Armed Forces Day to Be 19 May; Freedom Theme

The second annual Armed Forces Day, with the emphasis on a community-level program, will be held on 19 May.

Established in 1950 in place of the separate dates formerly observed by each branch of service, Armed Forces Day will have a two-fold theme this year. Using the slogan, "Defenders of Freedom," it will serve first as a "tribute to the Armed Forces as an integral and interdependent part of the total material and spiritual power of America now being mobilized" and, second, as a "renewal of faith in our country's heritage, ideals of peace and freedom, to the preservation of which our power is dedicated."

Troop and equipment participation will be provided and, wherever practicable, military installations will hold "open house." Reserve components are expected to take part, together with civic, veterans', women's, labor, industrial and religious organizations.

Seven geographical areas have been designated, with the Army, Navy and Air Force each responsible for two. The Army will also be responsible for the District of Columbia and its adjacent areas.

SONGS OF THE SEA



Sailor's Lament

*She swore that she'd be true to me,
Mork well what I do say;
She swore that she'd be true to me,
But spent my money both fast and free.*

*I'll go no more a-roving
With you, fair moid,
A-roving, a-roving,
Since roving's been my ru-in,
I'll go no more a-roving
With you, fair moid!*

expected to make its operation more simple than has been possible with previous jets. This control system is completely integrated and automatic, from standstill to top altitude and speed. From starting to full power and under any conditions of flight or altitude, operation of the engine is accomplished with a single cockpit control, equivalent to a throttle. All engine conditions are, in turn, automatically tied to this control.

The new J-40 engine is of the axial-flow, or straight-through design. Unlike earlier jets, which take in air through a circular orifice, the air intake of the J-40 is divided into two elliptical openings, arranged like a "Y." Engine accessories are mounted between the arms of the "Y," and minor accessories are strung out along the sides of the "barrel" of the engine to conserve space.

The engine has been under development since 1947.

Shipboard Studies Urged by Chaplain

Urged on by the good offices of Lieutenant Commander Robert A. Vaughan, ChC, USN, 170 men of USS *Dixie* (AD 14), are pursuing courses of study through the United States Armed Forces Institute.

The ship's Methodist chaplain, who doubles as educational officer, Chaplain Vaughan makes a point of seeing all new men reporting for duty aboard *Dixie*, explaining the advantages of study and assisting them in selecting appropriate courses. Posters displayed throughout the ship remind the men of the available educational facilities.

Chaplain Vaughan directs his educational program from the ship's library-lounge, which is furnished with plush sofas, chairs, tables for writing and studying and, of course, hundreds of books. He assists the men in almost any subject.

Many of the sailors taking advantage of USAFI courses are completing requirements for high school diplomas while several are working toward college degrees. A few are working on graduate college courses.

USAFI diplomas and degrees are recognized by most high schools and colleges in the United States. They are less expensive than most civilian correspondence courses.

Navymen Infect Eggs, Search for a Flu Vaccine

How would you like to work with something nobody can see—not even with a microscope? That's what two hospitalmen and their civilian boss do at the virology lab of Naval Medical Research Unit 4 at USNTC Great Lakes, Ill.

As most medicos will know after reading this far, the invisible things that these men work with are viruses, when obtainable. The young scientists also work with something they *can* see: eggs—chicken eggs.

The purpose of all this is to make flu vaccines. No perfect vaccine for preventing all types of influenza has been produced, but vaccines have been developed which are at least partially successful. And NMRU 4 is helping to develop an all-inclusive vaccine.

The eggs form a "field of activity" for the viruses and furnish fluids. When some of the virus is

believed to have been captured, it is planted deep in eggs which have progressed 13 days toward hatching. Four days later, eggs which are still "alive" are "harvested" by removing a little fluid from the inner cavity.

This fluid goes into other eggs—11-day eggs this time, and is removed after two days, along with more fluid. Up to four more "egg passages" follow. The final crop of virus, when "typed," has several uses. Much of it goes to other labs of NMRU 4 for research work. Unusual types are sent to a "strain study center" on Long Island, N.Y., for study.

There is only one drawback to the lab work. Neither the two sailors, Gilbert Rossner, HML, USNR, and Delos H. Fry, HMB, USN, nor the virologist, Paul Gerber, like eggs any more. Even for breakfast.

Visiting U. S. Cruiser Makes Hit With Tunis Tots

When the heavy cruiser USS *Des Moines* (CA 134) visited the harbor of Tunis, a group of young children came aboard for a U.S.-sponsored visit which they considered "a very amiable project."

The group of visitors included a group of French Sea Scouts. All, especially the Scouts, felt entirely at home in the motor launch that stopped at the deck for them, and enjoyed their ride out to the ship. Next came a guided tour of the big cruiser, followed by ice cream and cake in the wardroom.

Tres bien was the general verdict concerning the trip and the refreshments alike. Later, the monthly bulletin of the Scouts of France publicly thanked "our American friends" for "this amiable project."

New Carrier Jet Fighter Can Climb in a Hurry

The Navy has a new carrier-based jet fighter designed to fulfill the need for a plane that can intercept an enemy on short notice.

Designated the XF4D, the plane

is tailless and has a triangular-shaped platform wing. A slim nose extends forward, providing a cockpit for the pilot.

The aircraft is catapulted from carrier decks and can climb rapidly to the upper atmosphere.



NAVY ADVENTURES of Dick Wingate are told in new recruiting comic book to be distributed this month.

Trouble with Debts and Dependents' Support Can Foul Up Naval Career

Failure to take care of your personal debts promptly or provide adequate support for your dependents can easily foul up your naval career. You should be careful to meet your obligations before claims and complaints are made against you—and before the Navy takes a hand in the matter.

That the Navy will take a hand if necessary is reaffirmed in BuPers Circ. Ltr. 195-50 (NDB, 15 Dec 1950). "Extensive correspondence on the subject of debt concerning an officer or enlisted personnel," the directive states, "is indicative of financial irresponsibility, or evasion in the matter of payments, or neglect in the answering of correspondence from a creditor."

"The Bureau of Naval Personnel discourages indebtedness and believes that well-intentioned officers and enlisted personnel will so regu-

late their affairs as to avoid a burden of official correspondence. Failure or laxity in this regard is not in accordance with the standard of conduct required by BuPers in determining an officer's fitness or an enlisted person's claim to an honorable discharge."

Results of failure to meet just debts are pointed out clearly in the directive. An officer may be summoned to trial by general court-martial, and his fitness report and service record will contain the pertinent correspondence and appropriate entries. Enlisted personnel may be tried by court-martial or have their naval record blemished by an entry to the effect that he or she is "unreliable due to failure to pay just debts," and a quarterly conduct mark of 2.0 or less goes with it.

If the debts are large, both officers and enlisted personnel may be required to submit a statement of indebtedness, with a monthly schedule of how it will be paid off. This, too, is filed in the service record.

Recently a number of chiefs and first class petty officers, as well as other lower ratings, have been discharged for failure to take care of their just obligations or for failure to support their legal dependents.

The directive provides for a major change in the Navy's handling of correspondence regarding indebtedness of its personnel. In former times, when the Navy was on a smaller peacetime scale, the Bureau of Naval Personnel was the main liaison link between active duty personnel and their creditors. Under the terms of the new directive, most of that responsibility is given to the commanding officer. For their benefit the circular letter notes that correspondence with civilians "whether on the subject of indebtedness or official matters is a factor in maintaining good public relations."

This and other information is pointed out at length in the BuPers directive. You should obtain a copy of this easily understandable directive to gain a clear picture of the Navy's attitude and action to be taken on failure to meet debts, even if you have been careful about debts as a matter of principle.

Some of the Navy's main worries

in this matter stem from obligations innocently acquired by personnel. In one case, a serviceman's wife ran up heavy indebtedness in her husband's name while he was overseas. Today, although he had never heard of the debts until his wife's creditors began writing the Navy, his record contains all the correspondence and the monthly schedule of payments he was required to file.

In another case, a naval officer was held liable for an automobile accident and was sued for \$30,000. His insurance covered only \$10,000 in the liability clause, so he had to appear before a bankruptcy court and file that he was bankrupt.

Automobile accident debts receive special emphasis in the BuPers directive. "The present trend," it states, "of high awards by civil courts for bodily injury and property damage makes it highly desirable that owners of motor vehicles be adequately insured with liability insurance. Attention is invited to the fact that a large amount awarded as a court judgment does not constitute an unjust debt within the meaning of this letter."

If you have an auto, you should re-examine your insurance policy to see how you are covered as to general liability. In the past, the average policyholder carried liability insurance that would provide \$10,000 for bodily injury and property damage for one claimant, or up to \$20,000 if two or more claimants were involved.

Today, in view of the large awards granted by the courts, many policy-

Name-Plate Taken by Japs Is Returned to Chaplain

In 1941, when Guam was surrendered, Navy Chaplain James E. Davis watched Japanese forces loot the surviving Americans of all their personal belongings. Among the items taken from him was a colorful desk name-plate.

In 1944, a Marine officer picked up the name-plate in the ruins of an old Marine barracks, as American forces recaptured the island. He turned it over to Commander Monroe J. Epting, USNR, Savannah, Ga., regimental surgeon of the 21st Marines, who tossed it in with his personal luggage where it was forgotten until recently when the doctor was recalled to active duty. Sorting through his wartime foot locker, Dr. Epting found the name-plate and located Chaplain Davis through the Navy's Chief of Chaplains.

Today the name-plate is back on the chaplain's desk. Dr. Epting has a letter of thanks from Chaplain Davis, now a commander, revealing that the name-plate is the only personal possession taken by the Japanese that he has recovered.

90 Per Cent of LST's Crew Give Blood to Red Cross

Ninety per cent of the crew of LST 525 invaded the Red Cross Blood Center at Savannah, Ga., to donate blood.

After undergoing the "needle operation," officers and men retired to the canteen for coffee, cokes and doughnuts.

The sailors expressed their willingness to participate in a worthy cause. "More people should give their blood to help others," they said.

holders are discovering that that liability coverage might be inadequate in case of a serious accident. For a few dollars more per year, the amount of liability coverage can be doubled or tripled. But that's a personal matter for you to decide yourself.

Besides automobile accidents, other sections of the circular letter deal with the Navy's handling of complaints in regard to general debts, support of dependents, determination of and support of illegitimate children, bad checks, and miscellaneous debts. Another section concerns a related subject — limitations under which service personnel may obtain medical treatment from civilian sources at the expense of the Navy.

A brief summary of these sections follows.

General Debts

Commanding officers are directed by the circular letter to inquire into every instance of complaint of indebtedness and ascertain justness of obligation. "Since naval personnel are not always available or amenable to civil process and since they are often in a very mobile status, it devolves upon commanding officers and other authorities in the naval establishment to insure that civil complaints against individuals receive maximum consideration consistent with laws and regulations prescribed for the naval service," the directive points out.

If the indebtedness is readily acknowledged or considered just, the commanding officer will direct the individual to correspond with the complainant in regard to his intentions in the matter. The commanding officer will then write to the complainant that the matter has been brought to the individual's attention and that he has been directed to communicate with the party in question.

If the indebtedness is denied, or disputed in good faith or as to facts or law, the individual will be directed to communicate with the complainant regarding his intentions in the matter. The commanding officer's reply will state that the matter has been brought to the individual's attention and that he has been directed to communicate with the complainant. The commanding of-



ficer will further advise that in view of the circumstances, the complainant should refer the matter to the proper civil court for adjudication.

The action of the commanding officer in any of these cases will be confined to upholding naval law and discipline, and will not extend to acting as a debt collector. The commanding officer has no authority to adjudicate private claims.

Support of Dependents

The Navy Department, states the directive, "takes cognizance of the fact that every individual has a natural, moral, and social obligation to support members of his immediate family. It is expected that commanding officers, upon receipt of information that a member of the command is not adequately supporting his legal dependents, will thereafter insure compliance with the requirements of this letter without further instructions from higher authority."

Even in case of divorce which may fail to include a decision or refer to maintenance or support of wife or minor children, the father is held to be responsible for the welfare and maintenance of his minor children.

If the question of support is in dispute and no determination as to the amount of support payment has been made by a civil court of competent jurisdiction or by mutual agreement of the parties, the following general guide for support payments will be considered to apply:

- Wife only—one third gross pay.
- Wife and one minor child—one half gross pay.
- Wife and two or more minor

children—three fifths of the gross pay.

- One minor child — one sixth gross pay.
- Two minor children—one fourth gross pay.
- Three minor children—one third gross pay.

Examples of this scale of payment are included in the directive.

When an officer or enlisted man fails or refuses to provide adequate support, the commanding officer will recommend the following action:

Officer—Trial by general court martial for conduct unbecoming an officer and a gentleman.

Enlisted man—Disciplinary action when practicable, or administrative discharge of appropriate character. An alternative to this is refusal of the privilege of extending enlistment or reenlistment until such formal court action has been taken as will place the marital status and responsibility on a permanent basis. The burden of producing authenticated evidence of such court action rests upon the man concerned.

BuPers will consider waiving this requirement for support of a wife (but not children) upon the presentation of irrefutable evidence of infidelity or desertion on the wife's part. Pending the issuance of such a waiver by the Chief of Naval Personnel, support will be provided.

Support of Illegitimate Children

"No complaint," states the directive, "requires greater exercise of judgment and tact than the charge that an officer or man serving under one's command is the father of a child born out of wedlock."

Usual cases of this kind fall into three categories, explained at length in the directive. One of the points made is that personnel should be warned not to enter into any agreement to pay support obligations in a single lump sum. Such agreements will not stand in court, and further support can be demanded any time after such a payment is made.

Bad Checks

Writing a check on a bank where an individual knows, or it is reasonable that he should know, that there will be no funds to meet the check, and without intending that there

should be, constitutes a criminal offense under the laws of many civil jurisdictions and the naval service. "No account" checks usually constitute a more grave offense than "insufficient fund" checks.

Commanding officers will investigate and recommend suitable disciplinary action. Both the criminal nature of the action and the resulting indebtedness will be considered in any action taken.

While every instance of checks returned because of insufficient funds is not necessarily criminal, repeated incidents of this nature are indicative of financial irresponsibility and will be handled as provided for repeated offenders.

Miscellaneous Indebtedness

Naval personnel or their dependents frequently incur indebtedness to commissary stores and outpatient services of government hospitals, and upon transfer to a new duty station fail to arrange for liquidation of the accounts. The directive points out that these quasi-official activities are for the benefit and welfare of naval personnel and for limited medical care of legal dependents. "It is mandatory," the circular letter states, "that these accounts be liquidated as rapidly as circumstances permit."

If personnel fail to make good their statements as to how they will take care of their debts and also fail to notify the commanding officer, that is considered a disregard for naval authority, and the commanding officer may take appropriate disciplinary action.

Medical Treatment by Civilians

When no government medical facilities are available, personnel in a duty status may obtain emergency or necessary medical treatment from civilian sources upon receiving authority from the commanding officer or senior officer present. In the absence of a superior officer, the personnel should make their own application to a civilian physician or a civilian hospital for emergency or necessary medical treatment.

Limitations under which civilian treatment may be obtained are spelled out in the directive. The charges for services rendered will be allowed only at reasonable rates and for no longer period than is necessary to permit the patient to be transferred to a government hospital when physically able. The proper naval authorities must be notified of that time or of the time of discharge from the civilian hospital if further hospitalization is not required.

Rules Are Listed for Use Of Navy's Circuits for Sending Personal Messages

Most Navymen know that messages from people in the U.S. can be sent to them almost anywhere they may be on board U.S. naval ships or on Navy overseas bases, and that they can send such personal messages back. Not as widely known is the "how" and "where" of sending such Class E messages, particularly from the U.S., outward. **ALL HANDS** here offers a roundup of rules on the subject.

First, a definition:

Class E messages are personal messages to or from naval personnel on which no charge is made for handling over Navy circuits unless otherwise indicated in communication publications. Charges are collected from the sender when commercial carriers are involved in transmitting the message or in its final delivery.

Here are subjects acceptable for Class E messages:

- Matters of life and death, and serious illness.
- Matters of personal arrangements or important personal business, not of recurrent nature.
- Occasional greetings on important personal anniversaries.

These are *not* acceptable:

- Trivial or frivolous messages.
- Holiday or anniversary greetings, other than those specifically permitted above, or as may be authorized in separate instructions.
- Messages of unnecessary length.
- Ordinary congratulatory messages.
- Frequent or recurrent messages pertaining to the conduct of a commercial venture.

(Remember, this last list consists of those *not* acceptable.)

Class E messages addressed to U.S. naval ships and overseas bases may be accepted at the points listed below. They will be handled free of charge over Navy circuits and will be delivered by rapid means to the maximum extent practicable. Class E messages addressed to units afloat may be placed in the mail for ultimate delivery if operational conditions require. That is, if local communication facilities in the area where the ship is operating are too

WHAT'S IN A NAME

Pea-coat

For more than 200 years the heavy topcoat worn in cold weather by seafaring men has been called a pea-coat or pea-jacket, names familiarly given the present-

day overcoat worn by naval enlisted men below the grade of chief petty officer.

Although the exact derivation of the term pea-coat or pea-jacket is obscure, one of the most plausible explanations is that the coats once were tailored from pilot cloth, a coarse, stout kind of twilled blue cloth with a nap on one side. The cloth sometimes was called p-cloth, for the initial letter of the word, and the garment made from it became known as a p-jacket—later pea-jacket, a term in use from 1723 on.

There also is the version that pea-coat is derived from an old Dutch word variously spelled py, pie, pii and applied in the 1400s to a coarse, thick, stout, woolen cloth or felt and the coat garment made from it.

Today's overcoat is made of jersey cloth which takes its name from Kersey Village in Suffolk, England, where a kind of coarse and ribbed woolen cloth was manufactured as early as the 13th century.



heavily loaded to permit handling of a Class E message, the message may finish its journey by mail.

Here are the points of acceptance within the continental U.S. for Class E messages:

- U.S. Naval Communication Station San Francisco, San Francisco, Calif., for messages to Pacific Ocean areas, including the Far East.

- Navy Department Communication Office, Navy Department, Washington, D.C., for messages to Atlantic, Mediterranean and Caribbean areas, including the Middle East.

- U.S. Naval Communication Station Seattle, Seattle, Wash., for messages to activities on shore in the Alaskan area.

Senders in the States will use commercial facilities in getting the message to the appropriate naval communication station listed above. Except in very unusual circumstances, Class E messages will not be given a precedence higher than "deferred" when on Navy circuits.

This would be a valuable item to your dependents or other family members in time of emergency. Clip it out and send it home.

Navy Club of U.S.A. Opens Membership-at-Large Plan

Want to join the Navy Club of the United States of America? Although primarily a veterans' organization, the club is welcoming personnel now on active duty—admitting them through its new membership-at-large program.

Cost of membership in the "MAL" program is one dollar for the duration of the member's naval service in the present emergency. Membership carries with it a one-year subscription to the club's magazine, *The Quarterdeck*, and entry to all Navy Clubs and many other veterans' clubhouses. Renewal subscriptions to *The Quarterdeck* are 50 cents per year.

An aim of the Navy Club of the U.S.A. is to give Navy veterans in its nation-wide membership the opportunity to maintain contact with their former shipmates. The club was chartered by Congress in 1940. It has for its motto, "Keep the Fleet to Keep the Peace."

N.C. U.S.A. will hold a national reunion in Davenport, Iowa, on 19–23 June 1951. (See Reunions, p. 28.)



"But, miss, you asked for some salt."

Air Transport Squadron Back in Action

Air Transport Squadron VR-22 is back in action again, having been recommissioned from units based at Norfolk, Va., as part of the Navy's speed-up of air logistic support in the face of expanding operational forces.

VR-22 was added to the Fleet Logistic Air Wing, Atlantic/Continental, at ceremonies held in the squadron's hangar. Operating R4D aircraft, the squadron provides both scheduled and special air transportation for priority cargo and passenger for the Atlantic Fleet.

VR-22, which succeeded VRU-2 in September 1948, was decommissioned 31 Jan 1950, when its remaining aircraft and personnel were placed in a detachment of ATS-1, Naval Air Station, Patuxent River, Md.

USNRs on Active Duty Need Not Earn Promotion Points

Naval Reserve officers on extended active duty need not earn promotion points to qualify for promotion, according to BuPers Circ. Ltr. No. 1-51 (NDB, 15 Jan 1951).

The requirement of earning promotion points has been waived for active USNR officers to conform with the suspension of written professional examinations for promotion of officers of the Regular Navy.

When these examinations are resumed, correspondence course requirements will be reinstated.

The requirements for inactive officers remain unchanged.

Rehabilitation Training Extended to New Veterans Of the Korean War

Rehabilitation training previously limited to World War II veterans has been extended to include many veterans disabled since fighting started in Korea.

Public Law 894 (81st Congress) contains many of the provisions of the earlier ruling concerning rehabilitation training, known as Public Law 16. Applications for such training will continue to be made on the same forms as before. However, where Public Law 16 carried a deadline of 25 July 1956 for applying, newly disabled veterans will have nine years from the end of the present emergency.

Here are some of the important points regarding rehabilitation training for disabled veterans:

- Under Public Law 894, a veteran must have been disabled after the Korean conflict began and prior to a date which is yet to be set.

- Disability must be such that Veterans Administration may pay compensation at full wartime rates.

- Veterans who already have had GI Bill or Public Law 16 training as a result of the World War II service may be entitled to additional training if such training is found necessary because of new disabilities.

Active Duty Program Halted For Certain Enlisted USNRs

The program which in the past has permitted enlisted male Naval Reservists in the two lowest pay grades to serve two years on active duty is suspended for the present.

Formerly men of pay grades one and two who were members of the Naval Reserve prior to 1 Sept 1950 were eligible for two years' active duty. Suspension of that program became necessary so that sufficient training facilities would be assured for the large number of recruits who have enlisted in the Regular Navy.

That phase of training for Naval Reservists will be resumed when the recruit training situation permits.

NAS Jacksonville to Reopen, Memphis Grows as Naval Air Technical Training Expands

Expansion of the Naval Air Technical Training Command got underway with the reopening of the training center at the Naval Air Station, Jacksonville, Fla., and the increasing of operations at the training center at Memphis, Tenn.

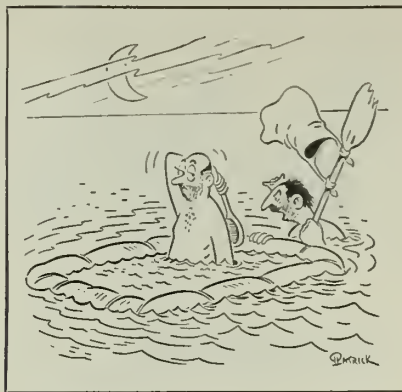
Of the 20 air technical training schools affected, 11 will remain at Memphis and undergo expansion. Nine have been moved from Memphis to Jacksonville.

The increased operations at Memphis call for a monthly input of about 1,000 students, a 30 percent increase over the current rate. The number of officer and enlisted instructors will be increased proportionately.

At Jacksonville, more than 70 buildings are being restored so that students can begin studies there in March. Over 100 officers and about 1,800 men will be required to train a planned input of almost 1,000 students per month. The total number under instruction at any one time will be about 6,000.

During World War II, the Naval Air Technical Training Center at Jacksonville reached a peak of 12,000 students and instructors. Technical training was moved to Memphis in May 1948 when the Jacksonville installation was closed due to reduction in force.

The following schools will be located at Jacksonville: Airman school, Class A and Class B Aviation Ordnanceman schools, Aviation Ord-



"But chief, this isn't Saturday night."

nance Officer school, Aviation Supply Officer school, Aviation Storekeeper school, Class A and Class B Aviation Electrician schools and Aircraft Instrument school.

Remaining at Memphis are the Class A and Class B Aviation Machinist's Mate schools, Class A and Class B Aviation Structural Mechanic schools, Class A and Class B Aviation Electronics Technician and Electronicsman schools, Class A and Class B Training Deviceman schools, Instructor Training school, Aircraft Maintenance Officer school and Aviation Electronics Officer school.

Three NAS and One MCAS Are Being Reactivated

Three Navy air stations and one Marine Corps air station, active in World War II but later vacated, are being reactivated as part of the nation's defenses.

The three naval air stations are located at Brunswick, Me., Sanford, Fla., and Kingsville, Tex. Location of the Marine Corps Air facility will be Santa Ana, Calif. Each station had been leased or disposed of in other ways to private firms or city governments, but all were subject to reclaim by the Government by virtue of "recapture clauses."

At first the Brunswick, Me., base will be classed as an air facility, with air station status coming later. That facility and the one at Sanford, Fla., will supplement present Atlantic Fleet air stations at Quonset Point, R. I., and Jacksonville Fla.

Jet pilots will be trained at Naval Auxiliary Air Station, Kingsville, Tex.; Pacific Fleet Marine Force helicopter pilots will be based at Santa Ana.

Bainbridge Reactivated, Camp Elliot Reopens as Recruit Training Expands

Camp Elliot, an annex of Naval Training Center, San Diego, Calif., has been reopened, and NTC Bainbridge, Md., is in the process of reactivation as the Navy expands its recruit training facilities.

It was planned that recruits would begin training at Camp Elliot last month and that the camp would have a capacity load of 9,000 recruits on board by the end of June. USNTC Bainbridge is expected to be ready for recruits some time in April. That center will provide training facilities eventually for some 20,000 recruits, as well as a naval hospital and service schools.

The training center at Bainbridge has been in a caretaker status since late 1947, when it was deactivated after four years of wartime operation. Camp Elliot, too, has been closed down since the end of World War II.

At the present time, Navy recruits are being trained at NTC San Diego, NTC Great Lakes, Ill., and Naval Training Station, Newport, R. I. Reactivation of the Bainbridge training center will bring to four the number of naval recruit training facilities. Recruits are not being trained at present at Norfolk, Va.

Navy, MarCor Reservists May Drop Traditional "R"

Navy and Marine Corps reserves on active duty may drop the "R" from the traditional USNR and USMCR designations, according to a directive issued by the Secretary of the Navy.

This move, the Secretary said, "makes suitable recognition" of the active duty status of Navy and Marine Corps reserves by requiring a "minimum of differentiation" between Regular and Reserve personnel.

Exceptions to the new policy would include Navy and Marine Corps personnel on training duty. Also, in matters such as personnel records, pay records and clothing accounts, the designators USNR and USMCR will continue to be used to keep clear the legal status of Reserves.

31 Pilots Get Air Medals In Presentation on Carrier

Thirty-one Navy pilots received air medals in what was probably the largest mass presentation since World War II, in simple ceremonies held on the hangar deck of USS *Valley Forge* (CV 45), 27,000-ton carrier of Task Force 77.

The awards were all earned by the pilots while flying from USS *Boxer* (CV 21) in support of the Inchon invasion, Korea.

Air medals are awarded to those who distinguish themselves by meritorious achievement while participating in aerial flight.

1951 Essay Contest Opens; Competition Is Limited To Enlisted Personnel

Essays on naval subjects, written by enlisted personnel of the Navy, Marine Corps or Coast Guard on active duty, are now desired by the U.S. Naval Institute, Annapolis, Md., for the 1951 enlisted prize essay contest. Deadline is 1 Aug 1951.

Here are the rules:

- Essays should not exceed 8,000 words.

- All essays must be typewritten, double spaced, on paper approximately eight and one-half by 11 inches in size, and must be submitted in triplicate, each copy complete in itself.

- The name of the competitor shouldn't appear on the essay. Each essay must have a motto in addition to the title. This motto must appear at three places—on the title page of the essay, on the outside of a sealed envelope containing identification of the competitor, and above the name and address of the competitor inside the envelope containing this identification. This envelope will not be opened until the Board of Control has chosen the winning essays. Essays and identifying envelope must be mailed in a large sealed envelope marked "Enlisted Prize Essay Contest."

- Awards will be made by the Board of Control, voting by ballot and without knowledge of the competitors' names.

- Awards will be made known and presented to the successful competitors as soon as practicable after the September meeting of the Board of Control.

- Essays must be received by the Secretary-Treasurer on or before 1 Aug 1951.

A prize of \$300 to \$700, a gold medal and a life membership in the Institute will be awarded for the best essay submitted on any subject pertaining to the naval profession, should the Board of Control consider the essay to be of sufficient merit. If the prize is awarded to a previous winner of the Enlisted Prize Essay Contest or the General Prize Essay Contest, a gold clasp suitably engraved will be given instead of the

Don't Be Careless About Your Cigarettes and Matches

If you are a careless smoker, then you are the Navy's greatest hazard so far as the origin of fires is concerned.

There were 938 fires, causing one death and 67 injuries as well as property damage amounting to \$1,500,000 during the fiscal year 1950. Figures compiled by BuDocks indicate that negligent handling of matches and cigarettes caused an estimated 267 Navy fires ashore.

Improper use of electrical equipment caused 205 fires. A \$600,000 fire at Pearl Harbor, resulting from faulty use of a hot-plate in a com-

missary, accounted for 34 percent of the total damage for the year. Improper wiring of cables and fuses caused another 173 fires. The reports indicate that 83 percent of the 938 fires occurred during non-working hours.

Despite these figures, fire loss was at a 10-year low. The number of fires was two-thirds below that of fiscal year 1949.

A new method of tabulating data on fires enables the Navy to detect and analyze fire origins. Future changes in fire protection standards will be based on analyses of these reports.



... fire and destruction result from carelessness and irresponsibility ...

medal. Also, the commuted value of the life membership will be given in that case, instead of the life membership.

Regardless of the "Prize" award, one or more essays may receive honorable mention if of sufficient merit. Essays awarded honorable mention will receive compensation, not including a life membership in the Institute, officials of that organization announced. If no essay is adjudged of sufficient merit to receive the prize or an honorable mention, the best essay submitted may receive a special award.

The 1950 enlisted essay contest was won by John E. McAuley, YNC, usn, who received honorable mention and a cash prize of \$150. Chief McAuley's essay, "The Navy's Role in International Affairs," appeared in the January 1951 issue of the *United States Naval Institute Proceedings*. An essay entitled "How Does Your Correspondence Read?" won \$100 for Howard S. Dewey, ENC, usn. This essay was scheduled to appear in the February 1951 issue.

Training Duty at Schools Open to Naval Reservists

Training periods of two weeks' duration at over 90 schools are being made available to Organized and Volunteer Naval Reservists during 1951.

Monthly billets have been established for some 400 Reserve officers and approximately 1,400 Reserve enlisted personnel for enrollment in two-week active duty training periods at various naval schools. The training periods will convene on the first and third Mondays of each month.

Commandants of the 1st, 3rd, 4th, 5th, 6th, 8th, 9th, 11th, 12th, and 13th naval districts and the Potomac River Naval Command are authorized to order personnel to these schools for training.

The Navy previously announced that billets were available for some 300 officers and approximately 2,000 enlisted personnel on 23 Atlantic Fleet Reserve cruises to be made during the first quarter of 1951.

Authorities Are Outlined For Issuance of Orders to Explosive Demolition Duty

A directive outlining who is authorized to issue competent orders to personnel "involved in the demolition of explosives as a primary duty" has been issued by BuPers.

Issuance of competent orders to personnel who are now or in the future may be assigned to duty involving the demolition of explosives is necessary in order to establish their eligibility to receive incentive pay. Eligible officers and enlisted personnel are entitled to receive incentive pay in the amount of \$100 and \$50 per month, respectively, according to instructions contained in Executive Order 10152 and BuSandA Manual MPIM 6. This is being paid retroactive from 1 Oct 1949.

Competent orders have been defined by BuPers as those issued in accordance with Article C-5301, BuPers Manual, including temporary duty and temporary additional duty orders, which specify "duty involving the demolition of explosives as a primary duty." Those eligible to receive such orders include:

- Officers and enlisted personnel assigned to duty involving the dem-



"I've had no trouble getting sideboys since I bought a boatswain's pipe."

olition of explosives as a primary duty with Underwater Demolition Teams or Explosive Ordnance Disposal Units.

- Officers and enlisted personnel assigned to duty or duty under instruction involving demolition of explosives as a primary duty at the Naval School, Explosive Ordnance Disposal.

Personnel in both classifications are entitled to incentive pay during the entire period while so assigned.

Officers and enlisted personnel

who actually perform demolition duty as a primary duty under competent temporary or temporary additional duty orders are entitled to receive incentive pay.

For personnel currently assigned to duty involving demolition of explosives, competent orders may be issued to both officers and enlisted personnel by COs of underwater demolition teams, OinCs of explosive ordnance disposal units, and the OinC of the Explosive Ordnance Disposal School.

In the future, officers assigned to this type duty will be issued orders by BuPers. Authority has been granted by BuPers to the following authorities to issue competent orders to enlisted personnel being assigned to duty involving the demolition of explosives: Fleet, force and type commanders, commandants of naval districts and river commands, CNA-Tra, COs of underwater demolition teams, OinCs of explosive ordnance disposal units, and the OinC of the Explosive Ordnance Disposal School.

This information was announced by BuPers Circ. Ltr. 3-51 (NDB, 15 Jan 1951).

Military Personnel to Get Reduced-Rate Rail Tickets

All military and naval personnel on leave—including cadets and midshipmen—can purchase round-trip railroad tickets at reduced rates until 31 March, according to Alnav 7-51 (NDB, 31 Jan 1951).

The reduced fare will be based on a two cents per mile rate but in some areas will be slightly more than two cents and in others will be slightly less than two cents. The federal transportation tax will not be charged.

Personnel must be in uniform, traveling at their own expense, and have written authority for leave, a pass or liberty card—not just an identification card.

Tickets, valid for 30 days from date of purchase, are good in coaches only. The usual stop-over and baggage privileges will be allowed.

Although at the present time the reduced rates will be in effect only until 31 March, there is an excellent chance that the procedure will be continued for the duration of the current national emergency.

Navyman Has Spent All of His 30-Year Career at Sea

Shore duty is something to which Lieutenant Commander Claude A. Ross, USN, is virtually a stranger. Except for his months at USNTS Norfolk, back in 1920 and 1921, his career has all been sea duty—all 30 years of it.

And we do mean sea duty. Aboard ship.

Records show that in July 1921 Seaman Claude A. Ross went aboard the cruiser *Olympia*. Twenty-seven years later—in October 1948—Lieutenant Claude A. Ross reported aboard the transport *General J. C. Breckenridge* (AP 176). After another year Lieutenant Commander Claude A. Ross, still in the transport filed out an officer's data card on himself. There was a place to indicate his choice of next duty—sea and shore. His first choice for sea duty was an APA in the Pacific; second choice, an AK in the Pacific. Under "Shore

Duty (give four choices)," he put "not desired."

Between the time he left *Olympia* and the time he went aboard *General J. C. Breckenridge*, Lieutenant Commander Ross served on 10 different ships. Among them were a battleship, cruisers, an aircraft carrier and a tanker. He served aboard some of them an unusually long time—more than eight years in the old cruiser *Florida*; 61 months, including Pearl Harbor Day, in the battleship *Pennsylvania* (BB 38). After an enlisted career as a fire controlman, he was given a temporary appointment to ensign in 1942. It took only seven years to make lieutenant commander.

What will he do after retirement? Information available to ALL HANDS doesn't answer that question. Maybe a job as skipper of a lightship—or a whaler. . . . or, at last, some shore duty.

Wave Officer's Normal Tour In U.S. Billet Is 3 Years; Overseas Minimum 18 months

Normal tour of duty for Navy line and staff women officers in any one locality within the United States will be three years. Overseas assignments will be for a minimum of 18 months.

While the periods of service mentioned above will serve as a general guide in the assignment of women officers, a regular alternation between shore duty in the United States and overseas assignments cannot always be effected; that the sequence may be modified from time to time by the exigencies of the service and the need to equalize the character of total service performed by all officers of the same grade. However, women officers with no previous overseas service may expect such assignments in the future.

BuPers Circ. Ltr. 4-51 (NDB, 15 Jan 1951) states that women line ensigns will normally not be assigned to overseas billets. During the normal three year tour in the activity to which women line ensigns are first ordered, they will be assigned to two types of billets for approximately 18 months each. These assignments should be as varied as possible so that during their three years in the grade of ensign these officers will gain experience in two totally different kinds of Navy billets.

It is not intended that the women in the Regular Navy be an additional pool of personnel available to supplement allowances, the letter states. They will fill regular military billets within authorized allowances.

QUIZ ANSWERS QUIZ AWEIGH is on page 9

1. (b) Boilermen (BTs).
2. (a) Utilitios men (UTs).
3. (c) Anemometer.
4. (b) Measures the force or velocity of the wind, the record of which is called the anemogram. An anemoscope shows the direction of the wind, the simplest form of this type of instrument being the common weathercock or weather vane.
5. (b) Pitgstick.
6. (c) Gaff.

WAY BACK WHEN

Dead Horse

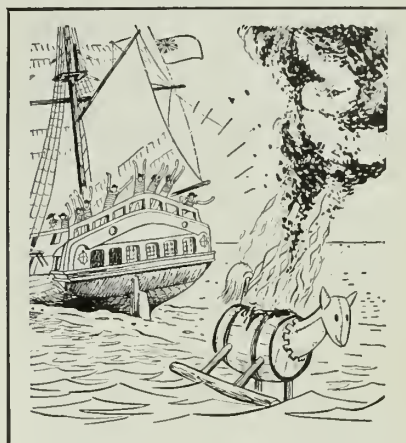
In the old British sailing days, when seamen were apt to be ashore for considerable periods between voyages, they generally lived in a sailors' boarding house or tavern where, after their funds were depleted, they were "carried" by the keeper until they could secure new employment.

When the opportunity came for a seaman to sign up for a new cruise, it was customary for him to receive a month's or five weeks' advance in pay. However, the seaman invariably found himself penniless again after paying off his boarding house debts and purchasing the necessities for his new cruise. This meant that for the first several weeks of his cruise he would be working for nothing but food or "salt horse"—the salt beef which then was the sailor's staple diet.

After weighing anchor, no further payments would be allowed until the allotted time had elapsed to earn the pay advanced. Thus, the end of this period denoted, that the "horse" was dead and permitted an opportunity for jubilant celebration by the seamen who again would be working for wages and not alone for salt horse.

At this time, a resemblance to a horse would be constructed from odd ends of lumber and canvas fashioned to a barrel, or by stuffing canvas with rope yarn in the shape of a horse. With picturesque ceremony, the effigy then was hoisted clear of the side, set afire and lowered into the sea.

As the "dead horse" drifted astern to



mark the crew's liberation from debt, it was the occasion for boisterous hilarity. Cheering seamen manned the shrouds and shouted the old sea chanty which has come down to us variously entitled "The Dead Horse," "Poor Old Horse" or "Poor Old Man."

The term "dead horse" even today is sometimes used jokingly among seafarers when referring to any situation involving advanced pay. Too, the "dead horse" like many another old sea expression has come ashore to signify the paying off of any sort of debt—"We've at last got rid of the dead horse on the clubhouse."

Field Duty in Basic Course For New Medical Officers

Newly commissioned Navy medical officers are now given a 24-week basic course in naval medicine, of which all but 11 weeks will be spent on field duty and sea duty away from the Navy Medical School. Field and sea duty will give the new Navy medical officers a knowledge of duty in both surface ships and submarines, and in aviation, amphibious base operations and with the Marines in the field.

Thirty-one officers enrolled in the first extended class, which began instruction earlier this year. As in the past, the purpose of the course is to provide medical officers with instruction and indoctrination in the basic concepts of Navy medicine. Classes previously have varied from six weeks to nine months in length,

depending on the exigencies of the service at the time.

The 11 weeks of classroom work are spent at the National Naval Medical Center, Bethesda, Md. While at the school, officers have access to the hospital's large medical library, which operates on a liberal schedule. In addition, there are lectures, classroom instruction, demonstrations and laboratory work.

The new medical officers, upon satisfactory completion of the course, receive a certificate which is equivalent to an endorsement by the school and by BuMed.

The broad purpose of the basic course in naval medicine is, briefly, to orient the new Navy medical officer in the naval service and aspects of medicine special to the Navy, and to serve as a refresher course in diagnosis and therapy.

New and Reissue Movies Being Distributed to Commands Are Listed

Here's a listing of motion pictures now being distributed among ships and overseas bases, that have been obtained through the Navy Motion Picture Exchange, Brooklyn, N. Y. For the convenience of motion picture operators, numbers of the programs are included. All prints are 16-mm.

ALL HANDS will carry new listings as they become available from the Exchange.

- American Guerrilla in the Philippines* (507): War drama; T. Power, M. Prella.
- Desert Hawk* (497): Technicolor desert adventure; Y. DeCarlo, R. Greene.
- Tea for Two* (496): Technicolor musical melodrama; D. Day, G. MacRae.
- Tripoli* (512): Technicolor war adventure; J. Payne, M. O'Hara.
- Dallas* (520): Technicolor western; G. Cooper, R. Roman.
- Rio Grande* (505): Western; J. Wayne, M. O'Hara.
- Jackie Robinson Story* (514): Baseball drama; J. Robinson, R. Dee.
- West Point Story* (502): Musical melodrama; J. Cagney, V. Mayo.
- State Secret* (499): International drama; D. Fairbanks, Jr., G. Johns.
- The Milkman* (492): Comedy; J.

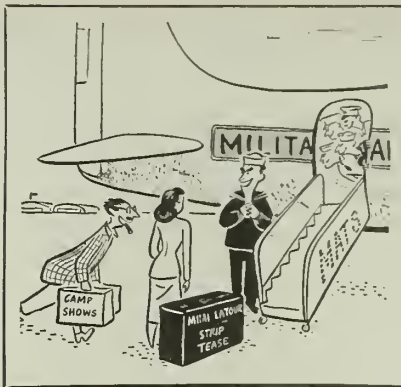
Navy Chicken Farm in Japan Supplies Messes, Pays Off

Want your morning eggs strictly fresh and your Sunday chicken practically cackling? Better get recruiting duty in Kokomo, Ind., or any kind of Navy duty in Yokosuka, Japan.

Yep, Yokosuka, Japan. The Navy has a chicken farm there. Quite a large one. More than 4,400 chickens.

The Navy's Yokosuka chickens occupy only an acre of ground, but they eat a good deal of chicken feed: approximately 30,000 pounds of mash and a ton and a half of corn per month. Then the Navymen and their dependents eat the chickens and the eggs, so it all pays off.

The general mess, the officers' mess, the CPO mess and the commissary all pass on the benefits of the fowl enterprise.



"We're ready for a take-off, Miss Latour."

- Durante, D. O'Conner.
- Highway 301* (515): Crime melodrama; S. Cochran, V. Grey.
- Mad Wednesday* (518): Comedy; H. Lloyd, J. Conlin.
- Breakthrough* (493): War drama; D. Brian, J. Agar.
- Never a Dull Moment* (510): Domestic comedy; I. Dunne, F. MacMurray.
- Mrs. O'Malley and Mr. Malone* (495): Mystery comedy; M. Main, J. Whitmore.
- Watch the Birdie* (500): Comedy; R. Skelton, L. Ames.
- Operation Disaster* (503): Submarine drama; J. Mills, R. Attenboro.
- Destination Murder* (508): Crime melodrama; J. MacKenzie, S. Clements.
- Deported* (517): Drama; M. Toren, J. Chandler.
- Blues Busters* (516): Comedy; L. Gorcey, H. Hall.
- Three Husbands* (513): Drama; E. Williams, H. DeSilva.
- Trial Without Jury* (511): Mystery; R. Rockwell, B. Fuller.
- Emergency Wedding* (509): Comedy; L. Parks, B. Hale.
- Woman from Headquarters* (491): Police melodrama; V. Huston, R. Rockwell.
- The Golden Gloves Story* (519): Boxing melodrama; J. Dunn, K. Westfall.
- Armored Car Robbery* (501): Crime melodrama; C. McGraw, A. Jergens.
- Counterspy Meets Scotland Yard* (506): Espionage melodrama; A. Blake, H. St. John.
- Big Timber* (504): Melodrama; R. McDowell, J. Donnell.
- Snow Dog* (498): Drama; K. Grant, E. Verdugo.
- Side Show* (494): Circus melodrama; B. Quillan, T. Roberts.

Twenty "re-issue" programs have been added to the distribution list in recent months. They are as follows:

Mutiny on the Bounty (447): Sea adventure; C. Gable, C. Laughton.

- The Sea Hawk* (441): Sea adventure; E. Flynn, H. Marshall.
- Casablanca* (446): War melodrama; I. Bergman, H. Bogart.
- Born to Dance* (460): Musical comedy; E. Powell, J. Stewart.
- Beau Geste* (445): Desert adventure; G. Cooper, R. Milland.
- Alexander's Ragtime Band* (442): Musical; T. Power, A. Faye.
- The Mark of Zorro* (444): Adventure; T. Power, L. Darnell.
- The Lady Eve* (443): Romantic comedy; B. Stanwyck, H. Fonda.
- Holiday Inn* (450): Musical festival; B. Crosby, F. Astaire.
- Gunga Din* (443): Melodrama; C. Grant, V. McLaglen.
- You Can't Take it With You* (454): Comedy melodrama; J. Arthur, L. Barrymore.
- Ninotchka* (458): Comedy; G. Garbo, M. Douglas.
- Boys' Town* (455): Melodrama; S. Tracy, M. Rooney.
- My Gal Sal* (456): Musical comedy; R. Hayworth, V. Mature.
- In Old Chicago* (451): Drama; T. Power, A. Faye.
- Hunchback of Notre Dame* (449): Drama; C. Laughton, M. O'Hara.
- Mr. Deeds Goes to Town* (452): Comedy; G. Cooper, J. Arthur.
- The Philadelphia Story* (459): Comedy; C. Grant, K. Hepburn.
- Lost Horizon* (453): Drama; R. Coleman, J. Wyatt.
- Going to Town* (457): Comedy drama; M. West, P. Cavanagh.

Recruiting Quotas Don't Affect Ex-Servicemen

Quotas established to regulate Navy recruiting have no effect on persons who have enough previous Navy service or other military service to make recruit training unnecessary.

Also, recruiting authorities point out, temporary slow-downs or stoppages of enlistments do not constitute a recruiting "freeze," but merely the observance of a quota. Recruit training facilities have been insufficient to accommodate the numbers that would have been enlisted by unrestricted recruiting. Therefore, it has become necessary to establish quotas.

Navy recruits are being sent to training centers at San Diego, Calif., Newport, R.I., and Great Lakes, Ill., at present. The naval training center at Bainbridge, Md., is scheduled for reopening next month.

Congress Directs Its Attention to Legislation for Service Personnel

Beginning months of the first session of the 82nd Congress saw many bills of interest to the naval establishment introduced or otherwise receiving action. Each month ALL HANDS provides a roundup of this type of legislation.

Construction and Conversion — H. R. 1001: Passed by the House; to authorize the Navy to construct, acquire and convert vessels in the gross amount of 1,500,000 tons. (This bill, passed unanimously by the House and slated for early action by the Senate, calls for the construction of 173 new vessels and conversion of 291 others at a cost of \$2,000,000. The construction program provides for a flush deck carrier of 57,000 tons, 22 minesweepers, 30 minesweeper boats, seven submarines, two ocean escorts, 12 fleet tankers, two rocket ships, one ice breaker, 66 landing ships, and 30 smaller vessels. The conversion program provides for shipyard work on six aircraft carriers, 12 cruisers, two guided missiles cruisers, 194 destroyers, 12 radar picket destroyers, 31 landing craft, and 34 smaller vessels.)

"Free Insurance" — H. R. 1 and 3: Passed unanimously by the House; to provide gratuitous life indemnity for all servicemen on active duty. (This bill, providing for payment of a uniform death indemnity of \$10,000 to designated beneficiaries of servicemen who die in active service, is less beneficial than may be seen on first inspection and is therefore opposed by the Department of Defense. A detailed comparison of the benefits to survivors of service personnel will be published by a circular letter in the event this bill becomes law.

Combat Pay — H. R. 1753: Introduced; to provide combat pay for members of the U.S. armed forces in Korea. (This bill would provide additional pay of \$50 per month for enlisted men and \$100 a month for officers of the armed services actively engaged in combat in Korea. This would be in addition to the basic pay now received and would be retroactive to 27 June 1950.)

Death Pension — S. 713: Introduced; to provide allowance of death



'Gosh! I finally got my name in the paper. I'm listed among those who may expect to be drafted soon.'

pension when death in service is denied service connection.

Veterans Benefits — S. 714D: Introduced; to extend to personnel of

the armed forces on active duty on or after 27 June 1950 certain benefits provided by law for veterans of World War II.

POW Disabilities — H. R. 2120: Introduced; to provide a presumption of service connection for disabilities incurred by prisoners of war.

Marine on JCS — H. R. 2127: Introduced; to fix the personnel strength of the Marine Corps and to make the Commandant of the Marine Corps a permanent member of the Joint Chiefs of Staff.

Tax Exemptions — H. R. 2128: Introduced; to grant income tax exemptions with respect to compensation received for active service in the armed forces.

Dependents' Pensions — H. R. 2135: Introduced; to extend pension to widows and children of certain

Scrappy Sailor Back in Navy for Third Fight

"Now is the time for all good men to come to the aid of their country," thought Michael J. Sullivan, BMG2, USNR, when shooting started in Korea. A lot of other fellows thought the same thing, of course, but for Sullivan it was his third international shooting match in the Navy.

Having first joined up in 1913, Sullivan was a seasoned sailor by the time the U.S. entered World War I. In 1919, with the Armistice safely signed and the nation scrapping its warships, he shifted to merchant ships for five years. World War II came along, and in 1943 the fighting Irishman was back in the Navy again. After that war he accepted a discharge once more, went back to his job as a policeman in Newport, R. I.,—a job he had taken after leaving the sea many years before.

Soon the Navy was looking for Reserves. Mike was quick to respond, but the recruiters thought he was too old at 50-plus. Some fast Irish blarney and a physical examination report convinced them of their error, however. Soon the policeman was off on a summer Re-

serve training cruise. In 1949 he was retired from the police force with 25 years' service behind him, and now he's in the Navy to stay, he says.

Harking back to this century's 'teens and early 20s, Sullivan recalls the early careers of many officers who later became world famous. Louis Denfield, then lieutenant (junior grade) USN, was once his division officer; William H. Standley, later ambassador to Russia, was his executive officer aboard the old USS *New Jersey*.

Besides spending a quarter century on the Newport police force between Navy hitches and freighter trips, Sullivan found time to gain considerable fame as a grower of prize-winning flowers. His posies have won three gold cups, three gold medals and hundreds of blue ribbons at Boston flower shows.

Mike's first shipboard rating was engineman striker, and the engines around which he worked were coal-burning piston-type steam engines. At the present time he's a BMG2 who says he can "show these young squirts a thing or two."—Joseph Ewing, JOSN, USN.

persons whose deaths in World War I or II were not in line of duty.

Customs Tax — H. R. 2141: Introduced; to make permanent the existing temporary privilege of free importation of gifts from members of the armed forces of the U.S. on duty abroad.

Male Nurses — S. 661: Introduced; to provide for the appointment of male citizens as nurses in the armed forces.

Special Pensions — H. R. 1770: Introduced; to provide special pensions for certain persons awarded medals for extraordinary heroism while serving in the armed services.

Dependents Allowance — S. 564: Introduced; to increase by \$50 per month the allowances provided for dependents of enlisted personnel on active service in the armed forces.

Retired Pay — H. R. 1531: Introduced; to provide for payment to certain retired members of the Naval and Marine Corps Reserve of a lump

Commendation Ribbon Not To Be Confused With NUC

A number of applicants requesting the Commendation Metal Pendant have apparently confused this award with the Navy Unit Commendation.

The Letter of Commendation with Commendation Ribbon—this is the one that rates the Metal Pendant—is an individual award to a person. The Navy Unit Commendation—no medal or metal pendant involved—is an award made to a ship or unit.

Individuals who apply for the Commendation Metal Pendant are requested to confirm their eligibility by personally checking to see if they have previously received a Letter of Commendation rather than a Navy Unit Commendation.

The authorization letter, transmitting the Navy Unit Commendation Ribbon Bar, is not to be interpreted as an individual Letter of Commendation.

The directive establishing the Navy Unit Commendation provides no insignia other than the ribbon bar.

Japanese Boy Seeks Corpsman Who Aided Him

Is your nickname "Daffy"?

If so, were you a hospital corpsman on the island of Tinian from some time in 1945 up to January 1946?

If you are and were, there's one small-fella Japanese boy looking for you. His name is Shirai Fumio, and you helped save his life when he was injured in the battle for Tinian in WW II.

Shirai Fumio, who is still hospitalized, says it is his earnest wish to say a word of thanks to "Daffy."

Except for the nickname, the only data he can give is the fact that "Daffy" was a native of Chicago. He says he even dreams about his benefactor. Shirai was the youngest patient in the hospital at the time, and a wheel-chair patient.

Anyone knowing who "Daffy" may be can make a small boy's heart feel good by passing on the information. Address your letter to Public Information Office, Commander Naval Forces Marianas, c/o FPO, San Francisco, Calif.

sum equal to their retirement pay for the period during which they remained in an inactive status without pay.

Retired Hospitalization — H. R. 1532: Introduced; to provide dispensary treatment and hospitalization in Army and Navy hospitals for retired enlisted personnel of the Army, Navy, Marine Corps and Coast Guard.

Retired Exemption — S. 115: Introduced; to grant exemption from income tax with respect to \$1,500 of the amount paid to any individual by the U.S. or by any state or political subdivision thereof as a pension, retired or retirement pay.

Leave Transportation — H. R. 917: Introduced; to furnish members of the armed forces with free transportation to and from home during furlough.

Flight Pay — H. R. 19: Introduced; to provide for equalization of flight pay for Navy and Marine Corps officers and former officers who did not receive flight pay equal to that paid to Army officers engaged in regular and frequent aerial flights.

POW Subsistence — S. 382: Introduced; to provide for the payment of subsistence allowances to members of the armed forces who were held captive by the enemy during World War II.

Foreign Medals — H. R. 204: Introduced; to authorize members and certain former members of the armed forces to accept and wear certain decorations tendered them by foreign governments.

Information School Moves To Fort Slocum in April

The Armed Forces Information School moves from Carlisle Barracks, Carlisle, Pa., to Fort Slocum, N. Y., in April, following the graduation of the officer and enlisted classes now being conducted at the Carlisle location.

According to NavAct 2-51 (NDB, 31 Jan 1951), the first set of AFIS officer and enlisted courses at Fort Slocum will convene on 18 Apr 1951 and will be six weeks in length. Students should not report before 16 April and no later than 1700 on 17 April. Dispatch requests for quotas for these classes should be sent to the Chief of Naval Personnel (Attn: Pers-C122).

No classes have been officially scheduled beyond the 18 April courses and, therefore, all previously announced dates for subsequent courses at Fort Slocum are cancelled.



"Submerge 20 fathoms, please."

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, NavActs, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnavs, NavActs and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands NavActs apply to all Navy commands and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 1-51 — Notes passage of Anti-Slot Machine Act.

No. 2 — Requires holders of certain Series E transportation request books to forward them to the Bureau of Naval Personnel.

No. 3 — Extends date of acceptance of good health certification for National Service Life Insurance.

No. 4 — Provides for use of USN and USMC by Reservists as well as Regulars.

No. 5 — Announces schedule of selection boards for promotion of officers.

No. 6 — Notes establishment of the Armed Services Medical Regulating Office, joint service agency.

No. 7 — Announces reduction by railroads of round trip leave fares for service personnel from 26 Jan 1951 to 31 Mar 1951.

No. 8 — Suspends issuance of money orders drawn for payment in the Republic of the Philippines.

No. 9 — Announces Presidential approval of selection for promotion of one officer to rear admiral in Civil Engineer Corps.

No. 10 — Implements executive order which prescribes regulations for basic allowance for quarters.

No. 11 — Notes that extensive revision of travel regulations will be distributed.

No. 12 — Announces Presidential approval of officers selected for temporary promotion to rear admiral in Medical Corps.

NavActs

No. 2 — Announces dates for convening of classes at the Armed Forces Information School at the new location in Fort Slocum, N. Y.

BuPers Circular Letters

No. 1-51 — Establishes procedure for waiving requirement of promo-

tion points for Naval Reserve officers on active duty.

No. 2 — Sets accounting responsibilities for personnel temporarily absent from permanent duty stations.

No. 3 — Defines orders to duty involving demolition of explosives.

No. 4 — Announces Navy policy of normally not assigning women line ensigns to overseas billets.

No. 5 — Authorizes 34 additional persons to wear combat distinguishing device on commendations.

No. 6 — Notes that dependents of personnel temporarily assigned to Mediterranean area for less than six months are not eligible for government transportation.

No. 7 — Sets provisions for redistribution and disposal of excess recreation property purchased with non-appropriated funds.

No. 8 — Authorizes discharge of Naval Reservists for purpose of immediate enlistment in the Regular Navy.

No. 9 — Provides for readvancement to former pay grades of Regular Navy personnel who enlisted or reenlisted in lower pay grades than were held at the time of previous discharge.

No. 10 — Amends per diem allowances at overseas bases.

No. 11 — Provides for preparation of Selective Service home address report card.

No. 12 — Gives forms for information to accompany orders to active duty.

No. 13 — Announces that previous regulations pertaining to HTA/LTA flight training, previously cancelled, are now in effect again.

12th ND Transportation, Reservation Offices Move

The office of the District Passenger Transportation Officer of the 12th Naval District is now located at 30 Van Ness Ave., San Francisco, Calif. Also moved to that address are the 12th Naval District Hotel Reservation Bureau and Disbursing Office.

In announcing the new location of these offices, the BuPers Director of Transportation asked that all naval personnel ordered to report to the Commandant, 12th ND, for further transportation be directed to report to that address. Formerly, these offices were maintained in the Federal Office Building, San Francisco.

Here's an item of Navy property which, though it has been around for a long time, is still as new each month as the day it first appeared. It's as familiar to most sailors as their fa-



vorite mess table. Millions of people have heard of it, yet there may be those in today's expanding Navy who have never seen it. It's in your hands right now, and should be in the hands of at least nine other people while it's still new.

* * *

All Hands Magazine, the item in question, in 1942 blossomed under the astringent of printer's ink from a mimeographed old-timer dating from



1922 in BuNav. In pre-WW2 days it was known only as the "Information Bulletin"—but it had the same mission as today: to "pass the word" on what's new in the Navy.

* * *

All Hands became the title in 1945, about the time it hit a record circulation of half a million copies per month. Today—keeping pace with a growing service—the magazine continues to be a major medium in the



Navy's information program. Published at "headquarters," staffed with enlisted writers and artists, aimed at every U.S. Navy and Naval Reserve-connected person—All Hands strives always to keep you posted. Pass this copy along.

BOOKS:

SAGAS OF THE SEA TOP NAVY'S LIBRARY LIST

HERE IS A cross-section sample of the new books currently being shipped to libraries aboard U.S. Navy ships and stations everywhere. These books, and others, were chosen by the BuPers library staff out of the mainstream of the nation's literary river. There's something here for every reading taste.

★ ★ ★

• *Brassey's Annual: The Armed Forces Year-Book*, edited by Rear-Admiral H. G. Thursfield, R.N.; the Macmillan Company.

This year, in its 61st year of publication, the classic "Brassey's" ceases to be *Brassey's Naval Annual* and assumes the new title mentioned above. It's a 370-page manual of information about all the armed forces of the world, as accurate and nearly complete as the erudite British editors could make it. The book is valuable for students of military affairs, for anyone who is interested in knowing about the navies, armies and air forces of the world. Contains a considerable number of photos—particularly of aircraft.

★ ★ ★

• *Nightrunners of Bengal*, by John Masters; Viking Press.

On Sunday, 10 May 1857, a mutiny broke out in the Indian Presidency of Bengal. Indian soldiers turned on British officers and murdered them, their women and their children. By the middle of

June the Honourable East India Company was a flaming wreck, and the English who had manned that great machine were fugitives in the fields and jungles. By August mutiny had settled into war, by then the bodies of dead women jammed the well at Cawnpore, and to call a man "merciful" was to insult him.

The chains of hatred forged on that Sunday bound England and India for 90 years; nothing short of love could have broken them, and there was no love. There was everything else, but no love.

These lines from the foreword to *Nightrunners of Bengal* give some of the background of this splendid historical novel and a hint of its surging story.

Like many other British officers, Captain Rodney Savage, its leading character, loved and trusted his native soldiers, and served both England and India loyally. But he did not *feel* India. And when the flaming mutiny broke, not even he was prepared, though the plotting had been obvious enough.

The book has two facets, usually opposed but here blended completely: an air of meticulous detail and a tone of swiftness. The author spent 14 years in the Indian Army, and is a member of his family's fifth generation in India. His novel is as authentic and as powerful a novel as you're likely to run across in a long time. It was a Literary Guild selection for February.

★ ★ ★

• *Glencannon Meets Tugboat Annie*, by Guy Gilpatric and Norman Reilly Raine; Harper and Brothers.

This is a story to which many people eagerly looked forward long before it was written. That's an anomalous statement, perhaps, but true. Among the thousands of readers who followed the separate perenniel adventures of Mr. Colin Glencannon, chief engineer of SS *Inchcliff Castle*, and Tugboat Annie Brennan, senior skipper of the Deep Sea Towing and Salvage Company fleet, there was a large percentage who long expected the two would sometime meet.

And meet they did, at last. When *Inchcliff Castle* snapped her pro-

peller shaft just out of Secoma, who but the rugged Annie should appear for the rescue?

This tale, like the many separate ones about Glencannon and Tugboat Annie, appeared originally in one of our largest magazines. That fact, and the fact that any prolonged absence of the two brought strong public demands for their reappearance, gives evidence of their popularity. Some there may be who'll find it heavy going, traveling Glencannon's Scottish brogue with the voluble Annie setting up a cross-chop of waterfront Irish. But if it's characterization you want, it's here, mixed with slow-going humor.

★ ★ ★

• *The Scarlet Sword*, by H. E. Bates; Atlantic-Little, Brown.

The author of *Fair Stood the Wind for France*, *The Jacaranda Tree*, and other novels and short stories here gives us a tale of horror and heroism laid in today's India.

The group that takes refuge in a Catholic mission when strife and massacre sweep the district is a strangely assorted group, indeed—priestess, nuns, natives, a war correspondent, an ex-Intelligence colonel, a Bombay dancing girl, among other varieties of humanity. Convincing action and color sweep over the huddle of refugees; the perils to which they are exposed are certainly violent enough for the hardest adventure reader. If author Bates is a little too fond of small clichés which he invents, that slight fault is probably overbalanced by the warmth and compassion of his characterization.

★ ★ ★

• *Battle Submerged: Submarine Fighters of World War II*, by Rear Admiral Harley Cope, USN, and Captain Walter Karig, USN, W. W. Norton and Co., Inc.

An account of the many and varied employments of our submarine service—in carrying raiders, in evacuating survivors of Bataan, in providing information, in hampering enemy shipping. This book leaves the narration of chronological history to others, concentrates on specific examples of the various types of jobs our submarines performed.

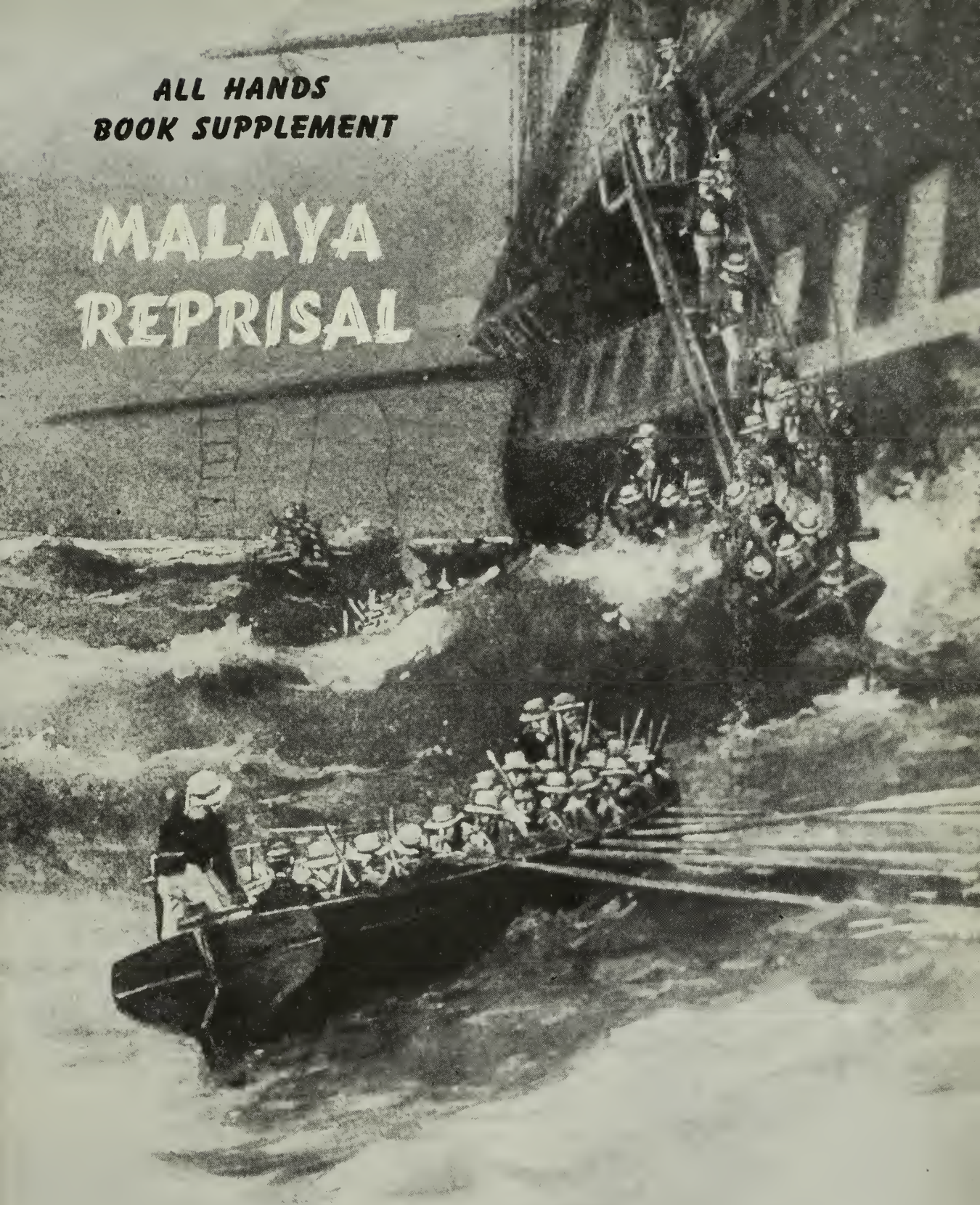
For an informal, but more nearly "official" documentation, read *United States Submarine Operation in World War II*, by Theodore Roscoe; U.S. Naval Institute.



GLENCANNON, that corrugated old engineer of S.S. *Inchcliffe Castle*, finally meets famous Tugboat Annie.

**ALL HANDS
BOOK SUPPLEMENT**

MALAYA REPRISAL



SUMATRA: 1832

From the book "Cruise of the Frigate Potomac," by Francis Warriner, comes this story of an unusual Navy task.



MALAYA REPRISAL

At New York in August 1831 was the newly commissioned 50-gun frigate Potomac, waiting to receive on board the U.S. minister plenipotentiary to England. Stately and tall, gleaming in her new paint, she was the best this country could choose for a mission of such prestige.

But when the news came from Sumatra, she was also the best choice for a show of power. Natives of the fierce Achinese tribe, on the northernmost tip of Sumatra had attacked and captured the U.S. merchant ship Friendship and ran her aground. Similar outrages had been happening for years to American merchantmen, traders in the spice and opium traffic, and now they were clamoring for the Navy to chastise the natives.

Potomac set sail for the East Indies instead of England. Off the Sumatra coast in February of 1832, she laid to at sea to make up a disguise. The guns were run in and bucklers were put over the closed ports, the other ports being painted white. Hammocks were piped down and canvas thrown haphazardly over the spar deck guns. As a final touch, stumpy topgallant masts were put up—and the Navy frigate took on the aspect of a large East Indiaman.

Quallah Battoo was where the merchantman Friendship had run into trouble, and the frigate stood directly for it, piloted by the merchantman's second mate. Francis Warriner, instructor of midshipmen, tells the details.

QUALLAH BATTOO is situated in the kingdom of Acheen, at 3°43' N. and 96°43' E. It is a maritime port, a mart of considerable importance where traders—more especially those of our own countrymen—have trafficked for spices. Previous to the conflagration by our ship's crew, the town was built on a low beach, embowered in shade trees and environed by high and thick jungle of fresh and vivid green. Its name comes probably from a river which flows to the south of it, as the literal interpretation of Quallah Battoo is "stony estuary." In the rear stretches a vast uncultivated plain.

The principal edifices, previous to the destruction of the place, were a mosque of no great magnificence and two extensive bazaars. Dwelling houses were built of rough timbers and split bamboo, interwoven like wicker work, and raised on piles some feet from the ground. The number of inhabitants was estimated at 1,100, some of whom were rich. Several of the rajahs are said to have had some thousands of dollars in ingots of silver and gold.

The town was defended by several forts, built more in reference to the system of internecine warfare among the native tribes of the islands, with which they were in open and constant hostility, than to any regular plan of modern military defense. They were, however, sufficiently formidable to resist a force of considerable magnitude.

Their tocins of alarms were a gong and a tom-tom, or rude wooden drum, which they beat furiously on the approach of an enemy. These were usually kept in the

forts. Two of these forts were so situated as to protect the town from an attack by water. Two more were in the rear of the town, and two on the south side of the river.

Their shipping, if so it might be styled, consisted of several prows or small vessels, fitted with one and sometimes two masts, and rigged with square sails. Their war boats were nearly similar, mounted with several swivels and often manned with 50 or 60 men. They had also numerous fishing boats, furnished with one and sometimes with two outriggers called "sampan."

2

At noon on the fifth of the month, we hoisted the Danish national flag and about two o'clock came to anchor off the town, after a passage of 55 days from the Cape of Good Hope. We came to in merchantman style, a few men being sent aloft dressed in red and blue flannel shirts, and one top-sail being clewed up and furled at the time. We were all anxious to obtain a glimpse of the place and of the adjacent scenery, but no person was allowed to gratify his curiosity in this respect, for fear of disclosing our true character to the natives. Not a single breeze fanned us. Every port being closed, the air that we breathed was close and stifling. The melted tar fell in drops upon the deck and fairly broiled from the seams between the planks. We were obliged to preserve the strictest silence, and our situation remained as it had been for several days—uncomfortable in the extreme.

About four o'clock, Commodore Downes sent a party ashore for the purpose of reconnoitering the place. This party consisted of our first lieutenant, Mr. Shubrick; the first lieutenant of marines, Mr. Edson; Lieutenants Pinkham, Hoff, and Ingersoll; acting Sailing-master Totten, and Passed Midshipman Tooley. They left the ship under pretence of contracting for a cargo of pepper. Lieutenant Shubrick went as captain of the ship, Lieutenant Edson as supercargo. The other officers were dressed as enlisted men and rowed the boat, their pantaloons smeared with tar and their hands stained with rhubarb, that they might resemble old weather-beaten sailors. Their real design was to examine the relative positions of the forts, previous to the intended attack.

Approaching within a few yards of the beach, they found it lined with a large body of men in warlike appearance, armed with javelins, creeses, cleavers, and sabres, and manifesting very hostile intention. They therefore did not deem it prudent to land. Lieutenant Shubrick inquired for the rajah.

They replied, "He no come down, he be one so great man."

Lieutenant Edson next questioned them as to the price of pepper. They said it was eight dollars per picul, but he finally got them to lower the price to four dollars. A small number of natives were invited to come down to the boat, and after a consultation was held, about a half dozen approached.

Our officers, finding that it was their intention to

surround the boat and fearing some hostile design, pushed farther out to sea.

"What for you no come ashore?" the Malays exclaimed.

An excuse was offered, and they were finally told that next day the captain would come on shore and complete the bargain. Inquiring as to the cargo our ship carried, the natives were informed it was opium. Shortly afterwards the officers returned to the ship, having obtained but an imperfect knowledge of the place and without ascertaining anything relative to the best method of assaulting the forts.

During the absence of the party ashore, four Malay fishermen, attracted by the sight of an old clump of an Indiamen—as they supposed our ship to be—came alongside to sell their fish. Lieutenant Barry, who could converse a little in the Malay language, invited them on board.

One came up with a couple of fish in his hand, but as soon as he reached the gangway and saw our formidable battery with about 500 men thickly stowed together, he dropped his fish in the utmost consternation, hurried back to the boat, and gave the alarm to his three companions.

They were told not to be afraid and to come on board so we could buy their fish, and that no harm should befall them. But they were not to be caught in such a manner. They had no wish to become prisoners on board of a ship of war, and began to paddle off hastily.

Fearing they might give the alarm on shore, a mizzen-topman leaped through one of the ports into the boat and seized them. They set up a yell and made resistance, but a rope was let down, and they, finding that they were about to be dragged into the ship through one of the ports, thought it best to submit.

As they came over the gangway, they trembled and lifted their eyes and clasped hands to heaven, like men

not knowing where they were, crying aloud, "Allah! Allah!" in an imploring tone. They were the poorest, smoke-dried specimens of human nature that we had seen, and the unfortunate predicament in which they found themselves brought forth a general burst of laughter throughout the ship.

This gradually died away, and a busy hum of conversation ensued, accompanied with animated gestures and occasional loud curses from the sailors gathered around them in crowds, viewing them with intense curiosity.

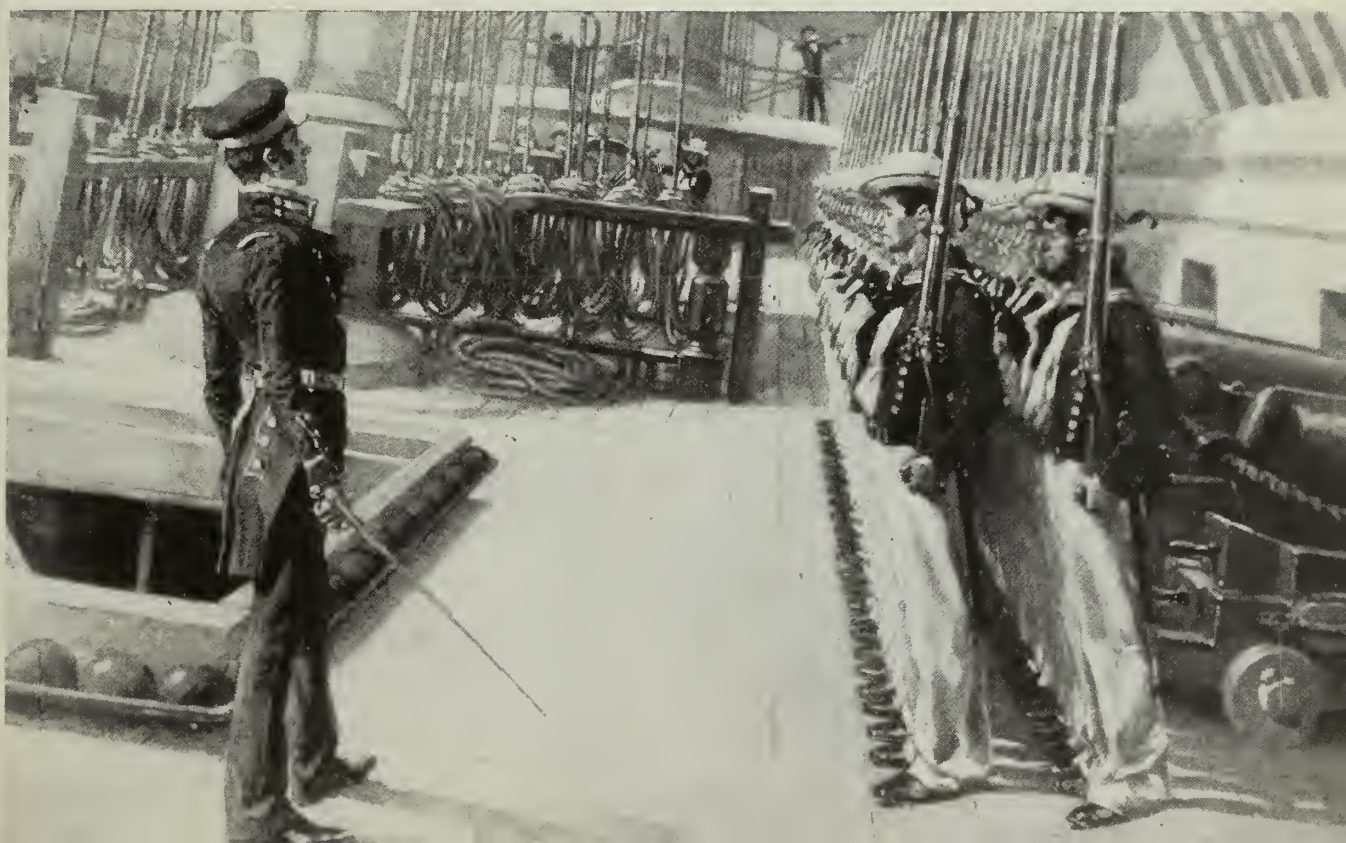
An easy conquest was predicted. "If these are true specimens of the Malays," it was said, "we can knock them over with poles."

3

Our ship now presented a busy scene. It was determined to commence an attack upon the town the next morning, and every necessary preparation was accordingly made. Muskets were cleaned, cartridge-boxes buckled on, cutlasses examined and put in order, and so forth. During the evening, the commodore sent for the officers commanding the several divisions and gave them their instructions.

They were ordered to land, to surround the town and forts, demand indemnity for the outrage committed upon the merchant ship *Friendship*, and to punish those concerned in the barbarous massacre of her crew. They were directed to spare the women and children.

At eight bells (twelve midnight), all hands were called. Those assigned to take part in the expedition were mustered, and Lieutenant Shubrick, commander of the detachment, gave them special orders. No man was to utter a word after he had entered the boat, no one was to fire till the command was given, and no man was to desert his ranks. Considerable time was occupied in getting the men into the boats and in making all things ready. Several of the officers felt impatient at the delay, and were fearful that they would be unable to effect a



MALAYA REPRISAL

landing in season to surprise the enemy. At length the gallant band, to the number of 282 men and officers, left the ship about two o'clock.

The last words we heard were, "Let fall, give way, men." Here was a moment of interest. All before in regard to fighting the Malays had been mere talk, but now there was stern reality. The expedition proceeded slowly on the midnight errand in perfect silence, save an occasional whisper from the officer in command, with muffled oars, the soft dipping of which we could faintly hear, and nothing but the stars of heaven to guide them to their place of disembarkment. Later, I for a moment lost myself in uneasy sleep, when I was awakened by the quartermaster exclaiming, "Mr. Warriner, hot work going on ashore, sir." It was then broad daylight, and I dressed myself and hurried on deck.

The din of war was heard throughout the town, threatening destruction to every opposer. Reports of cannon and musketry, as they came thundering across the water, told us plainly that the work of death was going on. Sheets of fire were arising from the town wrapped in flames, and the launch, with its carronade and swivels, was doing full execution upon the retreating foe.

Commodore Downes had stationed himself in the larboard gangway of the ship, with his glass, there not to leave till the engagement should be over. He felt anxious to know how the affair would terminate, and at times thought it would be necessary to take the ship nearer in shore to protect his men. The remainder of us were posted in different parts of the ship—some in the tops, some hanging upon the shrouds, and some on the "Jacob's ladders"—all gazing with breathless anxiety.

About an hour and a half after the action commenced, two boats were seen pulling off to the ship. They approached us in silence, and from the cast of gloom visible in the countenances of the boat's crew, we conjectured that some of our brave fellows had fallen. The sight of two bloody corpses soon proved that our conjectures had been but too true. I never shall forget the appearance of their features. They were much distorted, and the countenance of one, especially, exhibited a wild and terrific aspect. His long hair hung in matted tresses over his shoulders and glaring eyeballs. His name was Brown. He was shot near one of the jungles, where a body of the Malays were lying in ambush. The ball entered his breast, and the last words of this unfortunate marine, as he was falling, were, "I am a dead man." The name of the other person was Smith, a main-topman. He met his death just at the entrance of one of the forts. He had discharged his musket and wheeled about for the purpose of re-loading, when he was shot directly through the eye. One of the sailors standing near him was slightly wounded by the same ball.

4

An hour afterwards, the American colors were seen proudly waving over the battlements of the largest fort. We had been in deep suspense, anxiously awaiting the result of the contest on shore. The sight of our flag waving in the breeze and the rush of the main body of our forces into the fort raised a smile of joy upon every countenance. Our poor brainless prisoners were now re-

leased and liberally paid for their fish. Perhaps there never was more rapture depicted in any human countenances, than in theirs at this moment. They shook hands with us in the most cordial manner as they passed into their homely bark.

It seems our party had effected a landing near the dawn of day, amid a heavy surf, about a mile and a half to the north of the town, undiscovered by the enemy and without any serious accident having befallen them, though several of the party were thoroughly drenched by the beating of the surf and some of their ammunition was injured. The troops were then drawn up in regular order, and under the chief command of Lieutenant Shubrick, took up their line of march against the enemy, over a beach of deep and heavy sand. They had not proceeded far before they were discovered by a native at a distance, who ran at full speed to give the alarm. The lieutenant ordered his men to quicken their pace, to press onward, and, if possible, to take possession of the forts, ere the enemy should be apprised of the approach.

A rapid march soon brought them up with the first fort, when a division of men under the command of Lieutenant Hoff, was detached from the main body, and ordered to surround it. By the time the detachment had reached the rear of the fort, the remainder of the forces had gained its front and were passing it on their march to assail the other forts, when a shower of balls from some quarter passed over their heads.

The first fort had been found difficult of access, in consequence of a deep hedge of thorn-bushes and brambles with which it was environed. The assault was commenced by the pioneers, with their crowes and axes, breaking down the gates and forcing a passage. This was attended with some difficulty and gave the enemy time for preparation. They raised their war-whoop and resisted most manfully, fighting with spears, sabres, and muskets. They had also a few brass pieces mounted in the fort, but they managed them with so little skill as to produce no effect, for the balls uniformly whizzed over the heads of our men.

The resistance of the natives was in vain, almost every individual in the fort was slain. To'onkou N'Yamat, usually called Po Mahomet, a chief of much distinction among the people, who had been principally concerned in the piratical act of taking the *Friendship*, lost his life at this fort. The mother of Chadoolah, another rajah, was also slain here. Another woman met her death at this fort, but her rank was not ascertained; she fought with the spirit of a desperado.

The sword of war should ever distinguish between armed and unarmed opponents, but if women openly jeopardize their lives in the forefront of battle, can it be expected that they will escape unharmed? A seaman had just scaled one of the ramparts, when he was severely wounded by a blow received from a weapon in her hands. But her own life paid the forfeit of her daring, for she was immediately transfixd by a bayonet in the hands of the individual whom she had so severely injured. The seaman's head was wounded by a javelin, his thumb nearly cut off by a sabre, and a ball was shot through his hat. Had it not been for his fortitude and activity, he must inevitably have lost his life.

Lieutenants Edson and Terret, accompanied by a corps of marines, proceeded onward to the rear of the town, without commencing any act of hostility until they ar-

rived within the neighborhood of the fort which they had been ordered to assail. A bold attack was made upon the fort, and after a spirited resistance on the part of the enemy, it surrendered. Both officers and marines here narrowly escaped with their lives.

One of the natives in the fort had trained his piece in such a manner as to rake their whole group, but he was shot down by a marine while in the very act of applying a match to the gun. The cannon was afterwards found to have been filled with bullets. This fort, like the former, was environed with thick jungle, and great difficulty had been experienced in entering it. But for their crowbars and axes, the men could not have succeeded.

A fire was opened near this fort from a neighboring thicket, upon the marines, by a party of the natives in ambush. It is probable that this was the spot where the unfortunate Brown lost his life. In the vicinity of this fort, Lieutenant Edson found several women and children greatly terrified, and it was with difficulty that he could pacify them. They were carefully conducted to a place of safety, where they remained till the close of the action, when they were humanely released.

The engagement had now become general, and the alarm universal. Men, women, and children were seen flying in every direction, carrying the few articles they were able to seize in the moment of peril, and some of the men were cut down in their flight.

Several of the enemy's prows, filled with people, were severely raked by a brisk fire from the sixpounder, as they were sailing up the river to the south of the town, and numbers of the natives were killed.

A third fort was attacked under the command of Lieutenant Shubrick, assisted by Lieutenant Ingersoll and his division of men and acting Sailing-master Totten, in charge of a six-pounder. Lieutenant Pinkham, unable to find the fort he was to attack, joined them with his detachment, and the marines not long after united in like manner with the main body.

This fort proved the most formidable. It was the largest and the strongest fortified, and the co-operation of the several divisions was ultimately required for its reduction. So spirited was the fire poured into it by our troops that it was soon forced to yield, and the next moment the American colors were seen triumphantly waving over its battlements.

The greater part of the town was reduced to ashes. The bazaar, the principal place of merchandise, and most of the private dwellings were consumed by fire. The triumph had now been completed over the Malays. Ample satisfaction had been taken for their outrages committed upon our countrymen, and the bugle sounded the return of the ship's force.

The loss of lives on the part of the enemy is not known, but some of their chief warriors fell in battle. Po Quallah, one of their rajahs, fled at the commencement of the engagement. Two other rajahs, Chadoolah and De Lama, were absent from the town.

The loss on our part was simply the two men killed, already mentioned, and several severely wounded. A marine by the name of Cole was supposed to be wounded mortally. A ball perforated the middle of the sternon, passing obliquely to the right, penetrating the lungs, and injuring the external edge of the scapula as it escaped

from the body. He remained helpless for several months, and abandoned all hope of recovery. The wounds in the breast and shoulder gradually closed, when a third made its appearance, occasioned by a part of the ball, and a portion of his belt, which had remained within him, forcing their way through his side. He was subsequently sent to this country, but whether he ever arrived, or is still living, we know not.

Another man was severely wounded by a ball which passed through his thigh. He was confined to his cot for several weeks, when he so far recovered as to discharge his appointed duties on board.

The remainder of the wounded, half a dozen in number, had been injured chiefly by spears and javelins. When the whole party returned on board, they appeared as if they might have come from Vulcan's work-shop, covered as they were with smoke, soot, and mud. As the weather was sultry, the men had been thinly clad, and during the action they had their clothes almost literally torn from their bodies. Many of the officers lost their shoes, and came off in their stockings.

Many of the men came off richly laden with spoils which they had taken from the enemy, such as rajahs' scarfs and shawls, daggers richly hilted and with gold scabbards, gold and silver chunam boxes, chains, earrings, and finger rings, anklets and bracelets, and a variety of other ornaments. Money to a considerable amount was brought off.

Among the spoils were a Chinese gong, a Koran, taken at Mahomet's fort, and several pieces of rich gold cloth. Some of the sailors had promised themselves a rich repast upon fowls and ducks which they had secured, but being called to repair on board sooner than they expected, they had to leave them behind.

It was fortunate that they withdrew from the enemy when they did, as a heavy surf was rising, which would have wrecked their returning boats. The Malays were also rallying in the rear of the town, and while our party were embarking, a fire was opened upon them from a fort on the south side of the river, which had not been attacked, and several balls passed within a short distance. It would have been hazardous to assail that fort, situated as it was, and it was unnecessary to make the attempt. Sufficient injury had already been done for the satisfaction of the American government.



TAFFRAIL TALK

CLOSEST THING to kickapoo joy juice, says a Marine Corps combat correspondent who should know, is kimchi, the national dish of Korea.

Main item in this concoction is four Chinese cabbages, forti-



fied with four bulbs of garlic, a white radish, a quart of trepang (sea cucumbers), a pint of red pepper, a quart of salt, four ginger roots, and a half pint of sesame seed.

That's the ordinary kimchi. The "special" has another 100 bulbs of garlic and four sliced pears. Mixed in a barrel, these ingredients savor and season for a week or so. "Almost invariably," says our informant, "extraneous matter such as spiders and crickets and other insects wander into the kimchi barrel . . . and are immediately and completely dissolved."

A 1st MarDiv officer investigated and made out a complete report on kimchi. One copy he filed with the division's food director. Another went to the Division of Graves Registration.

★ ★ ★

"Old Home Week arrived with a vengeance," says a letter from *uss Algol* (AKA 54) in Korean waters. Loading Marines and supplies one day, *Algol's* crewmen were startled to see a Japanese barge crewman stand up and wave frantically at them. Alongside, the little brown man grabbed a fender line and hauled himself hand over hand to the deck.

Bowing hat in hand to the OOD and pointing excitedly to the forward hold, the grinning Japanese was identified by a plankowner as a former soldier the *Algol* had taken aboard from a Pacific island and carried to Japan in 1945 after the war. "It took another war to do it," says our *Algol* informant, "but the ex-soldier was reunited with the ship where he had never had it so good—before or since."

★ ★ ★

A supersalesman without even looking for business is Lieutenant Louis D. Segal, usn, attached to *uss Leyte* (CV 32). As collateral duty insurance officer, he's written NSLI policies amounting to \$2,625,000 in four months. That's not counting the \$400,000 worth of insurance taken out by 40 Reservists who reported on board at Norfolk.

Changing beneficiaries—from parents to wives—is also a booming business for the part-time insurance agent.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Marine Corps amphibious tractors are ready to be shipped to our fighting forces in Korea. From flat cars they are loaded into barges at NSC Oakland, Calif., for transshipment to a U.S. Navy vessel headed for the Far East. ➡

**LINEUP
FOR
ACTION**



RISE AND SHINE...



**YOU AND
YOUR NAVY
ARE JUDGED BY YOUR
PERSONAL APPEARANCE**

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

NAVPERS-O

APRIL 1951



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1951

Navpers-O

NUMBER 410

LETTER CARRIER

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• FRONT COVER: Recruits practice securing a line around bits at the mock ship layout at NTC Great Lakes, Ill.—Photo by Ralph F. Seghers, PH2, USN.

• AT LEFT: The aircraft carrier USS Sicily (CVE 118) enters San Diego Bay on her return from the Korean war zone. Her crew spells out the ship's name on the flight deck.

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated.



TWO WOUNDED men being treated aboard a hospital ship pass away the time with a game of cards in their bunk.

Hospital Ships: Havens of Healing Afloat

IF SOMEONE should ask you, "What Navy ship has had the hardest-working crew and has done the U.S. the most good since mid-1950?"—what would you say?

Would you talk about an AKA that traveled umpteen million miles, hauling supplies to our distant battle front? Or would you mention a cruiser or a battlegroup that wore out its guns pouring destruction on enemy rail lines?

A carrier? A minesweeper?

What you *should* say is, "A hospital ship. An AH. Probably *USS Consolation* (AH 15)."

After ducking brickbats and old shoes furiously flung by crew members of shooting ships and "dungaree ships," it would be tactful to admit that those ships' jobs are important too. Very important. Even indispensable, if a fight is to be fought.

But, for the kind of struggle we

were engaged in from the summer of last year up to the time this was being written, a modern hospital ship was a wonderful thing to have around. It's a wonderful thing to have around in other kinds of warfare, too, but for Korea, where shore facilities were scarce and evacuation not always easy, the big white havens of healing were a godsend. And *work!* There were entire weeks when *Consolation's* medical department and many other of her crew members hardly knew what it was to rest.

Other hospital ships did their share, too, and some of their person-

nel will insist that they did more. But *Consolation*, the only AH we had in commission on 25 June 1950, when hostilities broke out, is certainly a good case in point.

On 14 July 1950 the long, sleek-hulled *Consolation*, well stocked with medical supplies and carrying a wartime complement of doctors and nurses, sailed south from Norfolk, Va., en route to the Far East. Except for being somewhat undermanned in enlisted medical personnel, the ship was well prepared to meet any task in her field. She had just earned a mark of "Special Credit" in a surprise admiral's inspection, and had won the Battle Efficiency Pennant—a pennant she was ineligible to fly, being a non-combatant ship. Not long before, she had taken part in Operation Portrex in the Caribbean, where realistic drills were held. These drills had resulted in a

**The Big, White Mercy Ships
With the Cross of Red
Are in the War Zone Again**

new casualty-handling system being afterward developed.

Panama, and four short hours of liberty, soon became a memory.

On 29 July, 15 days after leaving Norfolk, *Consolation* was in Oakland, Calif. There the ship's company worked through the night "topping off" medical supplies and taking aboard 240 tons of medical stores for Naval Dispensary, Yokosuka, Japan. When holds and store-rooms could not receive another package, men stacked cargo in empty wards till the ship settled to her highest permissible draft mark.

From Oakland, where there was no liberty at all, *Consolation* proceeded straight to Yokosuka. She unloaded her stores for the Naval Dispensary and proceeded to Pusan.

"Needless to say," one doctor commented afterward, "the local authorities were very glad to see us."

Next day, patients from the forward area began coming aboard. Now the new system of casualty handling, not previously tried in service, proved its value. A check-off board on the pier represented each ward in the ship; numbered tags on numbered hooks on the boards represented the individual bunks. When each patient arrived on the pier, his stretcher received one of the tags. Thus, he was assigned a specific bunk in a specific ward before he ever moved aboard the ship.

Radiomen and boatswain's mates, gentle as nurses, carried burdened stretchers. Three hoists, each capable of bringing aboard a patient every 60 seconds, whisked the wounded to topside, where solicitous hands awaited.

From there, the patients were moved rapidly down elevators and down the wide, gently sloping ladders to the decks below. Some went to their waiting bunks in the wards, others direct to the surgical suite on the second deck. All was calm and quiet. The ship's company worked like an electronic machine, harvesting the benefit of repeated drills. The patients were silently and touchingly grateful that medical care, as good as any in the world, was now at hand.

These were the rugged days for *Consolation* people—the first week and more in Pusan. Each night around midnight a darkened train came in from the front, loaded with new casualties. No advance notice



BEST CARE possible is given casualty cases. Here a nurse stops in her rounds to wash a bedridden patient.

of its arrival was ever received, yet as soon as the train came to a halt patients were moving swiftly aboard the ship.

"I'd heard people speak of 'working day and night,'" a medical officer said, "but those *Consolation* men actually *did* work day and night! Our doctors and nurses had all they could do. They simply worked day and night—days on end."

Then *Consolation* was away from Pusan for three days, taking 280 Army patients to Yokohama and 127 Marines and three Navy patients to

U.S. Naval Dispensary, Naval Base, Yokosuka.

Early the following month, *Consolation* received word to stand by for a possible amphibious operation.

For four fleeting days *Consolation* remained alongside the dock at Yokosuka, and there was rest. Then, at 0600 on 13 September she departed for Inchon, to be at hand for the forthcoming amphibious landings there. Within 15 minutes after the ship dropped her anchor at her assigned location on "D-day plus one," patients were coming aboard.

Later *Consolation* moved up nearer the scene of action to save the wounded the long boat ride out. There, flanked by two U.S. cruisers that were firing 24 hours a day at shore targets, she continued her work. A neurosurgeon and an assistant, found to be greatly needed in the Pusan operation, were now on board on a TAD assignment, laboring with the rest of the staff.

Patients constituted a miniature "League of Nations." Among the American Marines and soldiers there Logan to appear Australians, a British sailor, Canadians, South Korean soldiers and civilians, a few North Korean soldiers, Japanese civilians, an eight-year-old girl. . . . Because of a lack of interpreters, conversation with the Orientals was very difficult. Even to learn the patients' names was usually impossible. Therefore, the Oriental patients were



A VETERAN of Korea, USS *Repose* (AH 16) made a 30-mile dash through partly cleared minefields off Chinnampo to rescue wounded U.N. soldiers.



MEN IN WHITE perform their necessary tasks swiftly and skillfully below-decks. Surgical suite is located amidships where pitch and roll is at a minimum.

given numbers, which they retained as long as they were aboard.

For a while, a big problem was, "How do we tell a Communist from a friendly Korean?" One day an English-speaking skipper of a South Korean warship came aboard. In company with American doctors he made a tour of the wards, talking with all the Korean patients.

"Ah, here is one of the enemy," he said upon arriving at a certain bunk.

"How do you know?" the Americans asked.

The South Korean naval officer rubbed his hand over the patient's close-cropped noggin. "How do you say it—?" he asked, groping for the English words. "—the gang hair-cut . . .?"

The "crew cut" thereupon became the mark of the North Korean soldier in the eyes of the *Consolation* crew. The South Koreans wear their hair conventional American style. Sick and wounded Communists, incidentally, who found their way aboard received the same medical treatment as other patients.

As time wore on, other hospital ships arrived in the Far East to take their place on the healing team: *uss Haven* (AH 12) and *uss Repose* (AH 16). Out of these ships there began to come stories like the following:

"The sleek 15,000-ton vessel

inched 30 miles through a dangerously shallow channel, took aboard more than 750 wounded UN troops and carried them out safely before they could be trapped by a surprise Communist offensive. The gigantic rescue operation was conducted so smoothly and swiftly it went virtually unnoticed."

Another: "Wounded began pouring aboard ship. We worked around the clock for two and a half days. Our litter hoists and boatswain's chairs lifted wounded aboard without a bobble. We didn't pull out until the ship's wards were filled to the brim."

There was little let-up for the AHs as *Consolation's* first half year in the Navy's front line drew to a close.

Consolation is one of the Navy's five newest hospital ships; one of the group known as the *Haven* class. Besides the three mentioned, this group includes *uss Tranquility* (AH 14) and *uss Sanctuary* (AH 17). *uss Benevolence* (AH 13) was the sixth ship of this class before she sank after a collision off San Francisco last August.

These are the Navy's first hospital ships built from the keel up for a medical career. Earlier ones were designed originally as transports or other types of auxiliaries and later converted to hospital ships.

Quarters for ship's-company medical department personnel are lo-

cated below the waterline, leaving the upper decks free for wards and broad recreation spaces. The usual discomforts of lower-deck quarters are alleviated by complete air-conditioning. The wards and surgical spaces are air conditioned too, of course, as is approximately 95 per cent of the ship's whole interior. Each ward and each air-conditioned compartment has its own thermostatic control. The entire installation is interchangeable among four air-conditioning units, any one of which can carry it alone. Ventilation consists of a separate fan system so that air circulation can still be maintained should the cooling system break down.

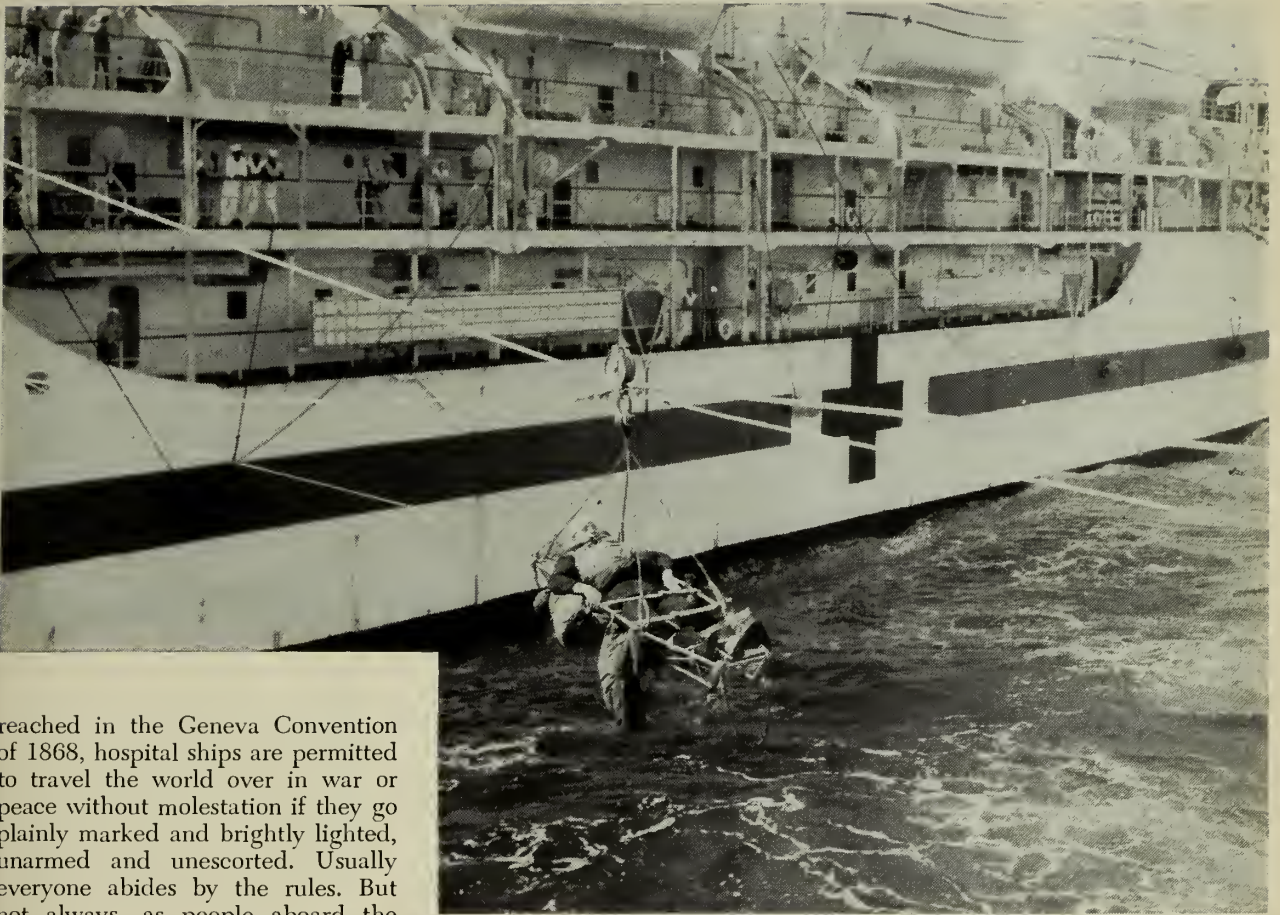
The surgical suite is located amidships on the second deck where movement from pitch and roll is at a minimum. The facilities and the scientific arrangement of the surgical suite are a seagoing doctor's delight, as are such things as the optical shop, the fluoroscopic rooms, the dental clinic, the physiotherapy rooms. In fact, the entire hospital area is felt today to be about as well fitted to promote physical healing and mental welfare as any hospital—afloat or ashore—could be.

A "mechanical cow" aboard these ships can turn out any dairy product from skim milk to whipping cream, and there are facilities for turning a portion of this production into tons of ice cream. Each bunk has a reading lamp and a five-channel radio dial within reach of the patient's hand. For the convalescent, there are games, movies, maybe a glee club, sometimes Red Cross ladies to give instruction in art and leather work.

The ships of the *Haven* class were built late in World War II. Each displaces approximately 15,000 tons. The ships are 520 feet in overall length and 71 feet six inches in beam. They have a cruising radius of some 12,000 miles at a standard speed of 17 and one-half knots. Evaporators in the engineering spaces can turn out 60,000 gallons of water a day, making the AHs valuable for another reason—because they can furnish drinking water to fighters wherever the ships may be.

In 72 wards there are around 800 beds, besides a couple of hundred cots stowed away for emergency use in passageways and other available spaces. There are plenty of lots of things, but no guns.

In accordance with agreements



HIGH LINE is used to transfer a man from a hospital ship to another vessel. Most wounded, however, are taken to the base hospital by the ship itself.

tle. Nevertheless, there were sighs of relief when real hospital ships hove into view.

Then there were *uss Tryon* (APH 1), *uss Pinkney* (APH 2) and *uss Bixey* (APH 3), three big modern wound evacuation transports. These were designed more for taking the sick and wounded to a place of recovery than to serve as hospitals, but they possessed some very good medical facilities. The three did a good job in World War II.

These ships, built on C-2 cargo hulls, were combat ships, and carried deck guns. They moved troops and war materials to the front and brought back patients and other passengers. With only a dozen medical officers, 50 or 60 hospital corpsmen and pharmacist's mates (and no nurses), one of these ships successfully moved more than 1,000 casualties in a single trip.

Although the Geneva Convention put hospital ships into a new category and today's science has put them among the wonders of the



NAVY NURSE comes topside on Relief for breath of air. Haven-class ships carry 30 of these nurses aboard.

reached in the Geneva Convention of 1868, hospital ships are permitted to travel the world over in war or peace without molestation if they go plainly marked and brightly lighted, unarmed and unescorted. Usually everyone abides by the rules. But not always, as people aboard the hospital ship *uss Comfort* (AH 6) grimly learned on 29 Apr 1945. A couple of minutes before 2100 that evening, a kamikaze plane came plunging out of the darkness at its bright target. After the plane crashed aboard, *Comfort*, which had been engaged in evacuating wounded from Okinawa, reported 29 killed, 53 seriously wounded, and 100 persons missing. But she was able to proceed to port under her own power.

Hospital ships in the U.S. Navy have as thrilling a history as any other kind of ship. While the big white ones with air-conditioned wards deserve every ounce of credit they get, one shouldn't overlook the little mercy ships and the obscure ones. During World War II, some LSTs became floating medical evacuation stations within minutes after their cargo of tanks rumbled ashore. Tank decks, still blue with the exhaust smoke of motorized equipment, were suddenly filled with the smell of ether as pain-filled minds were curtained with anesthesia. Four of these did much wonderful work in the battle for Iwo Jima, especially during the first 24 hours of the bat-



TAKING STOCK of the supplies aboard *USS Haven* (AH 12), two nurses check off a list of bottles held by one of the ship's many spacious medicine cabinets.

nautical world, they aren't a modern invention by any means.

Hundreds of years before Christ, the Athenians had a ship named *Therapeia* and the Romans a vessel called *Aesculapius* which are believed to have been used as hospital ships. When the Spanish Armada sailed for England in 1588, there were 85 physicians and surgeons assigned to its hospital ships.

During America's war with Tripoli in 1803 and 1804, Commodore Preble designated a small ketch as a hospital ship. This vessel was *uss Intrepid*, which had served as a French gunboat in the Battle of the Nile and as a pirate ship under the Bashaw of Tripoli. Since the American Navy never had previously possessed a hospital ship, and since *Intrepid* was officially designated as one in 1804, there is no reason not to believe that she was our first. But she probably had little aboard her besides patients that would earn her the name of hospital ship by today's standards.

For a long time, everybody thought that a sidewheel steamer named *Red Rover*, of the Civil War era, was our first hospital ship. While it was proved later that *Red Rover* had no valid claim to that distinction, the ship should be remembered. The man who bossed the job of converting the packet to a floating sickbay had this to say of her facilities on completion:

"The ice box of the steamer holds

300 tons. She has bathrooms, laundry, elevator for the sick from the lower to the upper deck, amputating room, nine different water closets, gauze window blinds to keep cinders and smoke from annoying the sick, two separate kitchens for the sick and the well, a regular corps of nurses . . ."

Hospital ships seem early to have acquired some of the refinements we regard most proudly today—elevators, for instance. But not all floating refuges for the sick and wounded were as comfortable in those days as *Red Rover*. During that era, store ships often served also as hospital ships. There were many of these during the 1880s, and some of them earned excellent reputations for caring for the sick and wounded.

And hospital ships weren't always unarmed. One Civil War unit named *Pawnee* carried two 24-pound howitzers, thirty 50-caliber Remington carbines, thirty 50-caliber Remington pistols and 30 cutlasses.

There is the old story that *uss Relief* (AH 1), sold in 1946, had the largest gun in the Navy aboard—as ballast in her hold. It was said to be an experimental 18-inch superblunderbuss planned originally for a huge battleship. A well known authority on odd facts used this tale in the 15 Jan 1945 issue of his syndicated column. But two years later, exhaustive research sparked by ALL HANDS had failed to uncover any such heavyweight ordnance in *Relief's* bilges. Concrete blocks, yes; but no 18-inch gun.—H. O. Austin, JOC, USN.



LITTER BEARERS remove wounded from a hospital ship to rush them to a base hospital. Ships make periodic trips from Korea to deliver casualties.



Selecting Reservists

THESE pictures illustrate how a Reserve officer is ordered to active duty through a series of steps which might be termed "selective assignment."

Here's how the system works. An officer from a destroyer personnel desk at the Bureau of Naval Personnel (upper left) determines that for six destroyers being reactivated he needs six LTJCs for communications officers. He places this order with the LTJG rank desk (upper right) where it is found that three Reserve officers must be called in addition to three from the Regular service.

Hence the order is forwarded to the Officers Qualifications Section where a card is kept on each "available" officer qualified in communications (right, center). Cards are selected from the file and run through a sorting machine (below, right).

Finally, analysts check each card against the officer's actual record and choose the three officers best qualified for the destroyer billets.



THE WORD

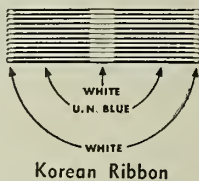
Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **KOREAN RIBBON**—Navy and Marine Corps personnel who meet the requirements may now wear the newly authorized Korean Service Ribbon.

All who serve on permanent assignment in the Korean area between 27 June 1950 and a terminal date to be announced later are eligible to wear the ribbon. The Korean area includes the territorial limits of Korea and its immediate adjacent waters. Exact limits will be determined later.

Those on temporary duty must have served 30 consecutive or 60 non-consecutive days in the Korean area.

Of United Nations blue, the ribbon has a narrow white stripe at each end and a broader white stripe in



the center. The medal will not be issued until after the present emergency.

A directive amplifying the requirements for the medal, ribbon and engagement stars will soon be out.

• **OVERSEAS TRAVEL**—Although dependents of military personnel and government-employed civilian personnel are permitted to go to Germany, they can no longer actually accompany the serviceman (or civilian) upon whom they are dependent. A shortage of housing in certain sections of Germany has made necessary a priority list.

Under the new system, American dependents will receive overseas travel orders as soon after the supporting member of the household has proceeded to Germany as housing availability will permit. The priority list is maintained by the overseas commander.

• **POWER OF ATTORNEY**—Having granted a general power of attorney to some individual, a man has no legal recourse if it is used unwisely or unscrupulously.

Because of a number of unhappy incidents arising from the granting of powers of attorney, the following advice is given to military and naval personnel who are about to leave the country:

• It is not necessary to establish a power of attorney—"just in case"—before leaving for overseas service. With mail service as prompt and efficient as it is today, there is little reason for granting a power of attorney. However, if there is a valid reason, obtain competent legal advice from a lawyer or legal assistance officer.

• Do not execute a power of attorney unless you have a special reason for doing so. Grant a special power of attorney—one which states specifically what the "attorney-in-fact" is empowered to do.

• Do not use a standardized form unless the need is urgent and legal advice is not available. Standardized forms should be considered a temporary expedient and should be replaced as soon as possible by a document prepared with the assistance of a lawyer or legal assistance officer.

• A standardized general power

Chief Builds a Model Ramp Used in Teaching How to Beach Seaplanes

If you want to see grown-up men apparently playing with wind-up tractors and a toy airplane, drop in at the Naval Examining Center, Norfolk, Va. There's a method in their madness.

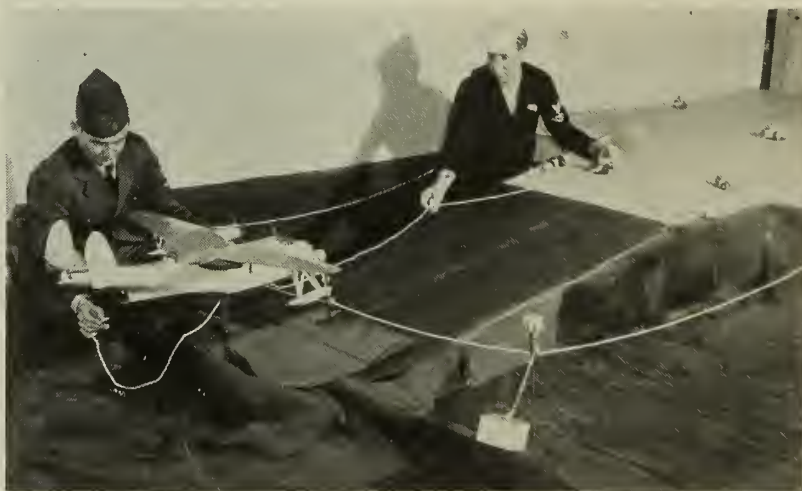
The "toys" consist of a model of a seaplane harbor complete with ramp, a miniature Martin *Mariner*, tractors, "dollies," two lines, and other beaching and launching gear. All this, thought to be the first large scale model of a seaplane beaching rig, has two purposes. Pictures of the outfit will be used in Navy instruction manuals and examinations. The model itself is used right in the classroom for visual training, taking the place of time-consuming field trips.

Osie H. Gay, ABC, USN, is brain father of the interesting piece of construction. He built it in a large room at the examining center during his spare time at a personal

outlay of about fifteen dollars.

Chief Gay's creative spark first ignited when he recalled that in

13 years of Navy life he had never seen a working scale model of a seaplane docking facility.



NOT A TOY but a scaled-down model of a seaplane beaching ramp, Chief Gay's brainstorm will result in better instruction of Navy's plane handlers.

Two New Technical Courses Open to Hospital Corpsmen

Hospital corpsmen can now enroll in two new courses in neuropsychiatry technique and one in physical medicine technique.

The courses in neuropsychiatry technique are being given at the U.S. Naval Hospital, National Naval Medical Center, Bethesda, Md., and at USNH Oakland, Calif. These courses are four months long.

The physical medicine course, given at USNH San Diego, Calif., is of six months' duration.

Interested personnel may apply to their local command. Quotas for the classes are issued periodically to various districts in the continental limits of the United States.

judges by 1 June. The groups will set their own deadlines considerably earlier than that to allow time for the eliminations. Check with your recreation officer.

For a complete roundup of rules and information, see *ALL HANDS*, December 1950, pp. 45 and 46. The directive governing the contest is BuPers Circ. Ltr. 21-51 (NDB, 15 Feb 1951).

• **DEFERMENTS**—Enlisted Reservists with four or more dependents who are ordered to active duty and who desire deferment should apply to their district commandants or to the Chief of Naval Air Reserve Training — whichever is appropriate—within 48 hours.

Current Navy policy is to approve all such requests because the Dependents Assistance Act of 1950, which established basic quarters allowances for enlisted personnel with dependents, does not provide increased allowances for those with more than three dependents.

Reserve officers with four or more dependents, whose return to active duty would cause undue hardship, may apply for deferment within 48 hours after receipt of orders. Officers will not be considered for deferment on the basis of the number of dependents alone, however, but in combination with other hardship factors.

• **INDIANA VETS** — Indiana veterans of World War II have until 30 Apr 1951 to apply for their state bonus.

State law originally required that all claims be filed by 1 Jan 1951. An extension granted by the General Assembly sets midnight 30 Apr 1951 as the final deadline. No further extensions are contemplated.

BuPers Circ. Ltr. No. 19-51 (NDB, 15 Feb 1951) gives the procedures for Navy personnel on active duty to follow in applying for the bonus.

Veterans now residing in Indiana may obtain applications from County Service Officers, the American Legion, Veterans of Foreign Wars, Disabled American Veterans, or the Red Cross. Out-of-state veterans who qualify may obtain forms by writing to the Bonus Division, Indiana Department of Veterans Affairs, 431 North Meridian St., Indianapolis 4, Ind.

of attorney is extremely broad in its terms and grants the "attorney-in-fact" the authority to do anything the grantor could do if he were present. A general power of attorney should not be granted unless you have unlimited confidence in the integrity and ability of the person you name as your attorney to conduct and manage your affairs. Whenever possible, you should name some member of your immediate family as your "attorney-in-fact."

• While the laws of many states authorize commissioned officers of the armed forces to take acknowledgments of service personnel, a power of attorney should be acknowledged before a notary public. In addition to the acknowledgment, it is advisable to have three persons witness the execution and sign their names as witnesses.

• Make certain the power of attorney conforms in every respect to the laws of the state in which it will be used.

• Above all, read the instrument carefully to be sure you understand what powers you are granting to your "attorney-in-fact" before you execute it.

• **CAMERA FANS**—Check up on deadlines for getting into the 1951 Interservice Photography Contest, is the advice of BuPers. All groups—Atlantic Fleet Group, Hawaiian Group, and so on—must have Navy semi-finalists in the hands of BuPers

HERE'S YOUR NAVY

Although the age of wooden vessels is practically past and ships of steel slash every sea, there's still many a tree destined to end up in the Navy. One of the most essential woods for



shipboard use is lignum vitae, an oily, rock-hard wood which is so heavy that a block of it won't float in water. It serves as self-oiling bearings for the stern end of ships' propeller shafts.

* * *

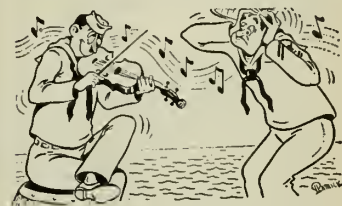
Teak, that exotic-sounding product of elephant-land, goes into ship's deck planking because it won't swell, splinter, or wear rapidly away. White pine is valuable for patternmakers because



of its working qualities. Boat repairmen like mahogany for planking and white oak to steam-bend for ribs. People who make chart-room instruments lean toward boxwood. It cuts like cheese, but wears like iron for things like these.

* * *

If the Navy wants to build some barracks ashore—western red cedar for siding. For recreation—white ash for baseball bats, hard maple for bowling alleys. Happy-hour fans listen



to the sound of a spruce-fronted fiddle. Survivors of a sinking ride the rollers on featherweight balsa. Our ships are miracles in metal, but we can't do without the primitive tree.

Derring-Do in Korea



SMOKE AND FLAME spurt from one of USS *Missouri's* big 16-inch guns as the ship fires a salvo in support of troops.



ARMING Marine F4U Corsair fighters for a tactical air mission in Korea, deck crew of USS *Badoeng Strait* (CVE 116) readies rockets and napalm bombs.

AS THE FIGHTING continues to rage across the waist of Korea, ground forces press the enemy on all sides, naval vessels breathe fire on his flanks and Navy planes hammer him from the air.

These are the direct actions that make the newspaper headlines. But other action taken by less well-known units often plays an important part in final victory too. The deeds of two such units recently have been recorded.

One is a hard-working gang of brawny Seabees who hurriedly laid down a 400-foot pontoon pier and causeway that enabled amphibious troops and their tanks and equipment to pour ashore at the landing at Inchon.

The other is the crew of a converted LSIL whose unique job it is to control the spread of contagious diseases like the dread typhus among U. N. troops and through the civilian population behind the lines.

The Seabee unit — Amphibious Construction Battalion One — had

been practicing for some months just the kind of job the men found themselves doing at Inchon.

While the outfit was training at Coronado, Calif., back in July, it had been alerted for overseas action. Immediately wheels had begun to hum. A pontoon company of four officers and 127 men and a construction company of two officers and 115 men were assigned to the operation.

Arriving in Japan, the Seabees learned that theirs was one of the key jobs in the forthcoming landings. It was up to them to get the men and equipment ashore and get them there in a hurry.

The "Can Do" boys turned to with a will. Dock sections were knocked together out of the familiar hollow metal pontoons which were used to good advantage at such places as the Solomons and Normandy.

Causeways and barges were loaded "sidecarry" on LSTs and heavy duty cranes, bulldozers and miscellaneous equipment were crammed into the ships' dark insides. Warping tugs and dock sections were linked into long tows for the voyage to the landing beaches.

Within eight days, ABC 1 was underway for Inchon. The invasion was on. Ships and planes of the attacking force bombarded, bombed and strafed enemy positions. Then the Marines hit the beach. Soon afterward, the Seabees followed.

Dodging intermittent rifle fire from enemy snipers, they set to work. The job was as tough a one as they had ever tackled. Men not only had to duck unfriendly bullets but also had to strain against a four-knot current and a tremendous thirty-foot tide range which made it difficult to anchor the dock sections.

But finally the last bolt slid home and a steady stream of troops, vehicles, ammunition and supplies was soon flowing from ship to shore in support of the Marines who were already pushing inland.

The pontoon company having done its work, the construction crew now swung into action. A camp was built on Opal Beach. It consisted of 50 tents, a galley, mess hall and head—all erected in eight short hours. Water had to be brought from eight miles away. Chow was mainly "C" rations.

Carpenters set up range towers on Wolmi to guide ships navigating in



SEABEES set up a pontoon pier at a beach at Inchon. Piers like this one were pre-fabricated in Japan, brought to the landing area on the sides of LSTs.



LONG PIER extends far into the water to allow for the 30-ft. rise and fall of tide. Below: Marines unload supplies from an LCVP at a pier at Wolmi Island.





EPIDEMIC CONTROL ship, LSIL 1091, is unique in Navy history—a floating laboratory for the prevention of disease.



CORPSMEN draw blood from ear of rabbit to get serum for disease research on lab ship. Below: A carrier takes on supplies at sea during a lull in fighting.



the strange harbor. Cranes unloaded “ducks” (DUKVs) from shipboard and transferred them to a newly organized supply depot. Electricians put in temporary wiring and even set up a theater which later proved so popular that it had to be expanded to seat 1000 men.

Special burial parties fanned out from Opal Beach to bury the enemy dead. These groups also blasted shut some 75 caves which had shielded North Korean batteries and snipers.

On D-day plus seven, a patrol of six CPOs and four enlisted men with railroad experience volunteered to make a dash inland to try to locate several locomotives. Under sniper fire most of the way, the Navymen succeeded in recapturing no less than eight engines which they proudly highballed back to Inchon.

Only one misfortune marred the escapade. Finding three of the locomotives in a brewery, the Seabees thoughtfully loaded 15 kegs of Korean beer into the cabs. But when they arrived back at camp with the lager, a medic took one look at the brew and declared that it was contaminated.

While the Seabees got the troops ashore, the medics and corpsmen of LSIL 1091 have been fighting the Communist enemy in another way. Their ship, although built to land assault troops and once used for that purpose (at Okinawa), is now a floating epidemic laboratory, seeing action again.

The beach-storming laboratory, an experimental craft, is designed

to move into infested ports or beach-heads and put the kibosh on contagious diseases before they have a chance to spread. It is equipped to handle any known plague, including outbreaks of the deadly typhus fever.

As a matter of fact, fighting typhus is a task which is especially stressed aboard *LSIL 1091* just now. Typhus is difficult to diagnose; the victim's blood must undergo laboratory tests before treatment can be decided upon. Such tests had to be made in Japan, before, but can now be performed aboard the laboratory ship in the war zone. The vessel's contents make up one of the most complete and compact disease research units ever assembled. Even rabbits and white rats are included, to be used in research.

A 26-man team of Navy medical men works aboard the 160-foot craft. The team, entitled Fleet Epidemic Disease Control Unit One, consists of physicians, entomologists, bacteriologists, and sanitation specialists. CO of the unit, Commander Joseph M. Coppoletta, MC, USN, previously headed Epidemic Disease Control Unit Two, a shore-based unit.

Much of the unit's endeavor is in the form of field work ashore. Under the present setup, eight vehicles are sent ahead to any beach or port where disease threatens and where the ship is scheduled to appear. Aboard the vehicles are power sprayers and equipment for digging drainage ditches. The ship itself carries another 45 tons of epidemic control supplies, including large supplies of DDT powder. Field work after the ship arrives includes immunizing the populace, decontaminating the area and collecting specimens for laboratory tests aboard.

Typhus fever, against which the floating lab's work is primarily aimed just now, is such a frightful disease in epidemics that it has at times changed the course of human history. For instance, one outbreak in Russia approximately 30 years ago killed some 3,000,000 people and contributed tragically to the rise of Communism there.

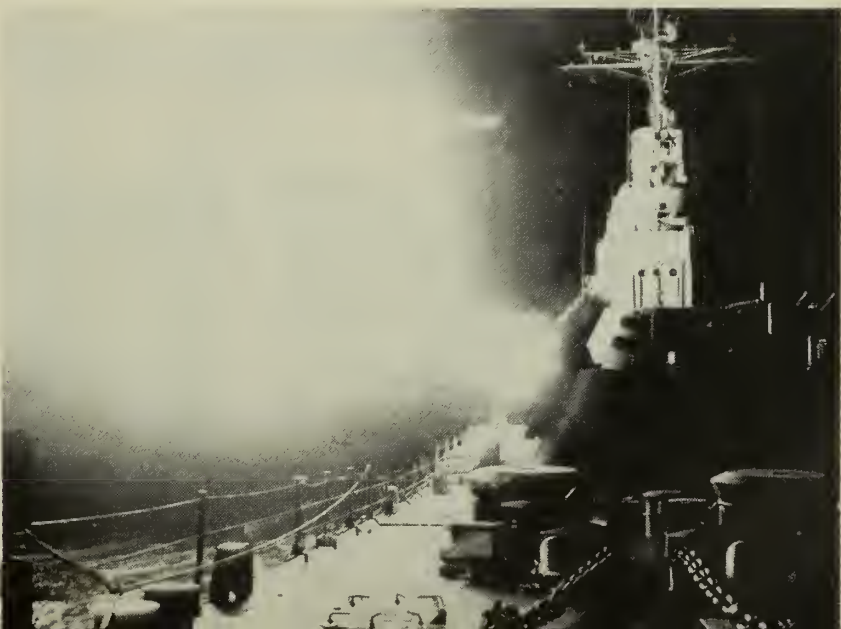
LSIL 1091 has aboard it much top-level medical talent, and one doctor who, in addition to his other skills, can speak Korean. If the present experimental epidemic control laboratory turns out as well as expected, there may be other, larger ones in the Navy in the future.



REFUGEES, their bundles and babies strapped to their backs, wait to board *USS Montague* (AKA 98) for transportation to an island off coast of Korea.



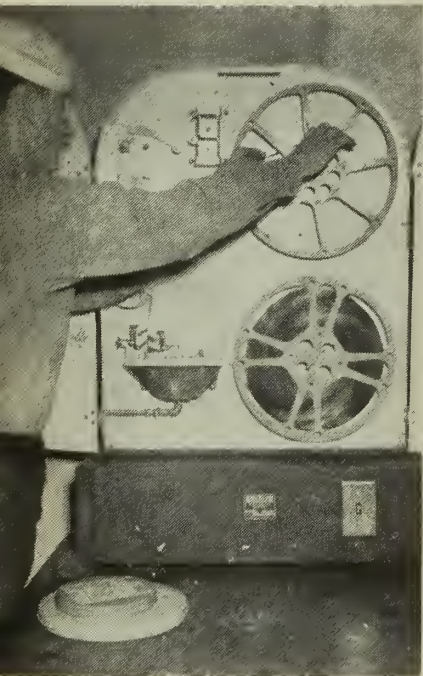
PILOT abandons his ADI-1 Skyraider after he lost power during take-off and crashed overside. Below *USS Manchester* (CL 83) lets loose with a broadside.



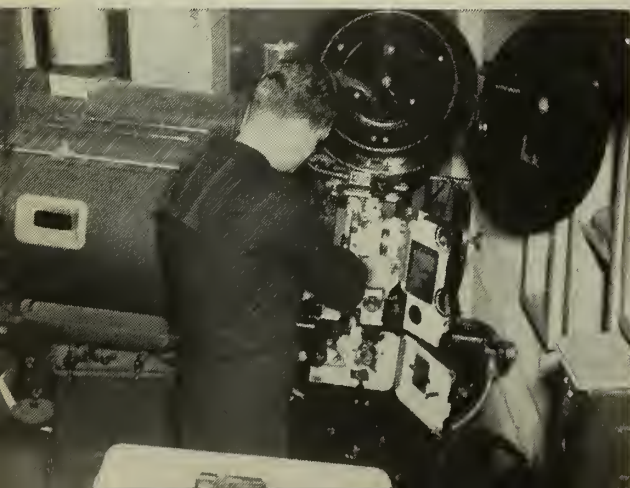
They Select the Movies You



FILM PROJECTOR gets a going over by one of the Exchange's technicians.



CHEMICAL BATH cleans film (above). Below, left: Getting ready for a screening. Right: Splicing film strips together.



ALMOST every evening, around the hour of 1945, a certain bugle call rings out through almost every one of the Navy's ships and stations. It sounds like "*Let's go to the movies!*" And that is what it means.

Every sailor knows that call as well as he knows "chow call" or "pay call"—or almost as well. And just as is the case with the latter two calls, he usually has something to say about the quantity or the quality of the "product" later on.

To take some liberties with a former President's words, "You can please all the people some of the time; you can please some of the people all of the time; but you can't please all of the people all of the time." However, the Navy Motion Picture Exchange, Brooklyn, N. Y., the half-way house in the Hollywood-to-you route, *tries* to.

Although it shows a different movie almost every night, the Navy doesn't take just *any* picture that comes out of Hollywood. Far from it. As the result of a careful process, Navy men get to see the movies that Navy men, in general, like. The mission of the Navy motion picture service is to secure the newest and best movies obtainable within budgetary limitations, for the entertainment of Navy, Marine Corps and Military Sea Transportation Service personnel. In carrying out this task, the exchange maintains contact with the New York offices of all major film companies and most minor ones. The exchange acts as a liaison unit between the film industry and the Chief of Naval Personnel, who in turn represents all the Navy's scattered people.

There are, naturally, a few prob-

lems in connection with the selection of pictures and some of these problems are quite different from those facing a commercial exhibitor. For example, large first run commercial theatres will run a picture for a week or more; they require only about 50 of the best pictures of the year. Many of our ships, on the other hand, show movies practically 365 nights a year with the fewest possible number of repeats. We may as well face the unfortunate truth; the industry just doesn't produce 365 grade "A" pictures a year.

Here is how the choice is nar-

Duty Is Very Good at a Place

Where You Can Go See

A Picture Any Time You Want

rowed down as much as it can be, considering the large number of films required:

When a movie has been completed by a motion picture studio, the studio sends prints to its New York office. One of these prints goes on to the Navy Motion Picture Exchange in Brooklyn, where it is test-screened for its entertainment value to the Navy.

All officers and enlisted men available are always welcome to sit in on test-screenings. Upon completion of the show, they state their opinions about the movie on form cards which are provided. Final decision rests with the officer in charge of the exchange. He, with the aid of the opinion cards, considers whether or not the picture is of sufficient entertainment value to the men of the Fleet

See on the Ships

and whether it is worth the price asked by the producer.

If the officer in charge decides in favor of the picture, the Navy leases it for a period of two years. The exchange issues an order to the New York office of the film company; that company makes 30 prints of the movie and ships them to the exchange for distribution to the Fleet and overseas bases.

Actual processing of the program at the exchange now begins. Sixteen millimeter motion picture film comes in from the film laboratories in lengths varying from 400 to 1,600 feet. When it leaves it will all be in lengths of approximately 1,600 feet. But at the moment it is far from being ready to leave.

Technicians carefully inspect all incoming film for quantity, upon receipt.

They assemble one print of the picture and test-screen it for defects in filming or sound quality. If they find it satisfactory, they send it to the mounting room for consolidation into a Navy motion picture program. There the film is inspected for scratches and torn or strained sprocket holes. It is measured for length in feet and mounted on reels. Leaders, trailers and reel bands are then attached. This process is known as "mounting," and is done on electrically operated machines for quick assembly.

Average running time of a Navy program is 96 minutes. As not all feature pictures run that long, it is sometimes necessary to include one or two short subjects. When the feature and the "shorts," if any, have been combined, the Navy motion picture program is complete and is



TAKING INVENTORY of prints, a storekeeper checks a rack at the Exchange. Rapid screening and distribution results in a variety of fare for the Fleet.

given a program number for ready identification.

In addition to the program number, a numerical designator goes on each reel container and into each report book. These designators indicate the area in which the print is to be exhibited. For instance, the program bearing the designator "40" would be shown in the Atlantic area, while a "20" designator indicates Pacific exhibition. The 30 prints of the program, complete with program numbers and designators, are now

ready for distribution around the world.

Distribution begins in the shipping room of the exchange. There, men make up cases and stencil them. They check once more to insure that the proper reels are in each case and that proper program numbers and designators are stenciled thereon. They seal the cases, attach shipping tags, and send the films out via air, sea, rail and highway to their respective destinations.

Every item on earth will, in time,

STRAPPING UP the cases of film into bundles for shipping. Right: Several evenings of fun goes into an awaiting truck.





READY TO GO, films are stacked according to area. Right: Men unload bundles which will be reloaded into a plane.

become damaged or worn. Navy film is no exception. A print may be damaged through accident or negligence; it may be lost overboard or burned, or any one of several other damaging things can happen to it.

Minor repairs to films are made at any of the 35 motion picture exchanges which the Navy maintains. However, when a print is damaged beyond local repair, a report of the matter is made via appropriate channels, with the cognizant Service Force commander determining whether the print is to be withdrawn from circulation, or repaired. Perhaps only a small part of the print is damaged "beyond local repair."

In that case, a replacement is supplied by the Brooklyn exchange.

Upon expiration of the two-year lease period, all prints of a particular program go back to Brooklyn for processing and for return to the civilian distributor. By this time, most Navy sailors have seen the picture.

Some people will have seen the picture more than once, because of transfers or other reasons. None, however, will have seen it as many times as the operators of the exchange in Brooklyn. There it was screened upon being made available for selection to the Navy, upon purchase, and every time it came in for repair or replacement.

Funds for procuring, distributing and repairing entertainment motion pictures are provided by BuPers. The total amount spent by the Navy for this purpose in 1950 exceeded three million dollars.

This is the way a movie print gets from Hollywood to your ship and back again. In an organization as large as the U. S. Navy one movie can seldom satisfy the taste of all critics. But the Bureau of Naval Personnel, through its Brooklyn central exchange and the branch exchanges, is trying to bring you what you want in the way of film entertainment. — W. J. Tartarilla, YN2, USN.



MOVIES RETURN to the Exchange in metal containers when lease expires. Right: The auditorium at Brooklyn.

Napalm Jelly Bombs Prove a Blazing Success in Korea

OUT OF THE Korean skies hurtles a carrier-based plane, whistling in the crisp winter air. As it pulls up, a fat container detaches itself and plummets to the ground.

Where it strikes an immense ball of flame springs up, burning white-hot as visible waves of heat roll skyward. For half a minute the livid mass rages, burning itself out almost as suddenly as it started.

Long afterward, individual flames flicker here and there in the area. A long plume of mixed black and white smoke rises skyward as the blackened earth cools.

That's how napalm works.

If you were to ask Communist troops in Korea which weapons they most fear, the majority would say napalm. They can't get away from the jellied gasoline. It reaches into corners and foxholes beyond the reach of bombardment shells, mortar fire and bullets, burning fiercely at a temperature of 3,000° for 30 seconds.

If enemy troops are lucky enough to avoid contact with it, they might not live through the attack anyway. Burning napalm consumes such large amounts of oxygen that many enemy bodies have been found dead of suffocation. Even armored tanks are not often secure, because the flames enter vent ports to either burn up the oxygen or set off the ammunition.

This fiery terror of the Korean conflict is a simple weapon. Its metal container is generally a bat-



INSERTING FUSE, Navy ordnanceman readies jelly bomb for use. Bomb will be attached under the wing of a Corsair and dropped by it on an enemy.

tered belly tank of little further use on planes. Napalm itself is a simple mixture of aviation gasoline and a jell substance.

There's no long assembly line at the factory, and no long supply line to the carrier. Napalm is concocted on board by crewmen who mix and stir the gasoline and jell, then pour it into the 110- or 256-gallon tanks. After four hours of setting, it's ready. A simple fuse or phosphorus relay is screwed into the tank's gas lead and the completed bomb is ready.

Napalm was developed in the last war to burn off the heavy fo-

liage that provided natural cover for Japanese troops on Pacific islands and atolls. When the Marines invaded Tinian, press communiques mentioned a new weapon which "scourged and burned out" heavy tropical concealment and greatly hastened the island's capture.

Liquid fire is actually nothing new. The Greeks drove off invaders with a mixture of naphtha, sulphur, pitch and charcoal—"Greek fire"—and has reliefs dating back to the heyday of the Assyrians show them roasting an enemy with similar stuff.



BEHIND THE LINES in Korea, Air Force tests the effectiveness of a napalm bomb on a captured T-34 tank. Left: Bomb, dropped from an F80 jet (circle), hits a blaze of flame and skids toward the tank. Right: Scratch one enemy tank.



Liberty Port in Puerto Rico

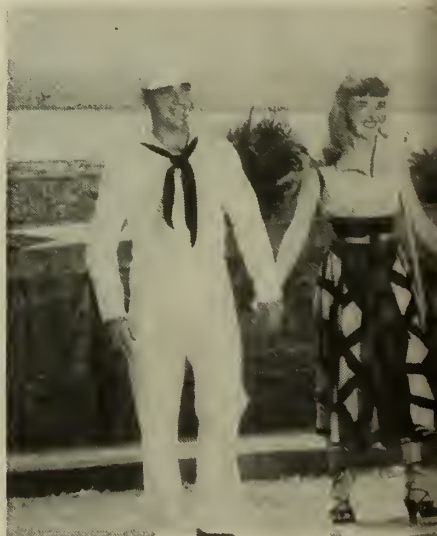
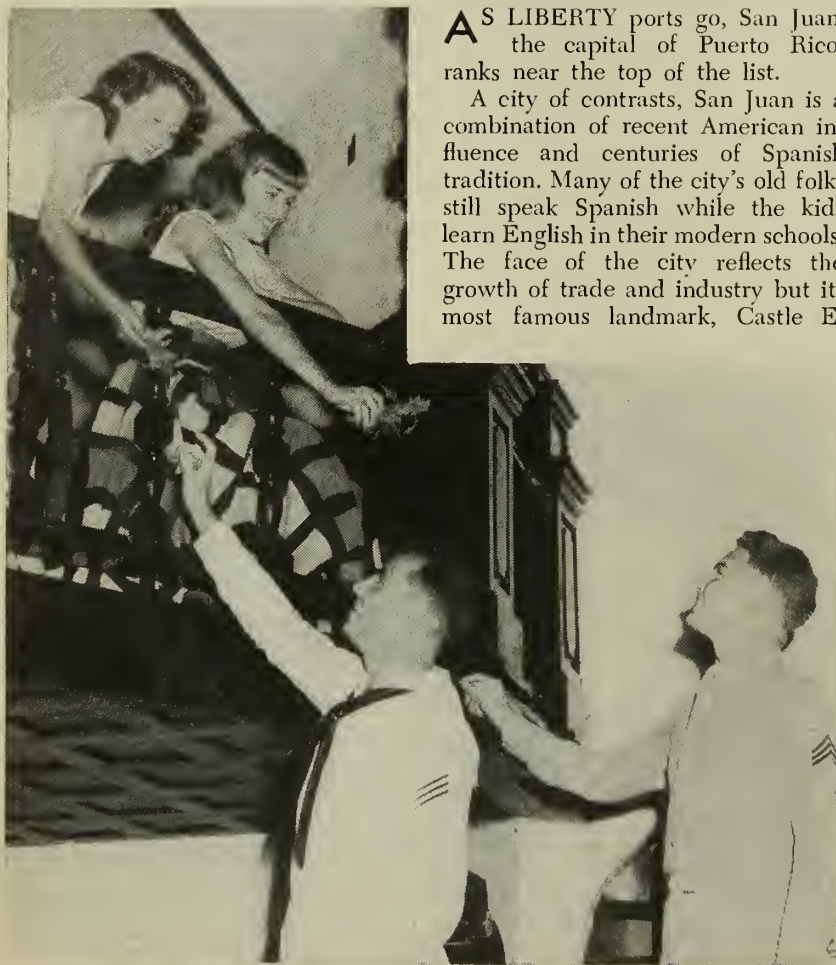
AS LIBERTY ports go, San Juan, the capital of Puerto Rico, ranks near the top of the list.

A city of contrasts, San Juan is a combination of recent American influence and centuries of Spanish tradition. Many of the city's old folks still speak Spanish while the kids learn English in their modern schools. The face of the city reflects the growth of trade and industry but its most famous landmark, Castle El

Morro, guardian of the harbor entrance, remains unchanged.

San Juan is named for Juan Ponce de Leon, an adventurer who came with Columbus on his second voyage and stayed to become Puerto Rico's first governor. The city is located on a small island off Puerto Rico's northern coast, an island which points like a finger into the blue Caribbean.

Wandering along the city streets, a Navyman can see the homes made



LUCKY LADS Walter Bowen, SN, USN and Sgt. Joseph Ferguson, USMC, stroll



CITY'S SIGHTS are viewed by visitors. Above: San Juan's ample harbor seen from roof-top restaurant. Left: Morro Castle. Below: A Caribbean schooner.

of different colored plaster ranged along narrow, winding, uneven streets of glazed brick.

From San Juan's docks, sugar, tobacco, grapefruit, oranges, coffee and cacao are loaded for shipping.

The shopping here is good. Puerto Ricans are proud of their handwoven clothing and fine needlework, and there is nothing more relaxing than a taste of good Puerto Rican refreshment and a freshly made cigar.



with companions up street of the old city. Left: Girls accept orchids from escorts.



Brief news items about other branches of the armed services

* * *

HARD-HITTING RANGER infantry companies undergo rugged training to prepare them for their hit and run, knock-out tactics.

Trained at Fort Benning, Ga., an Army Ranger company consists of a headquarters and three rifle platoons. Each platoon is divided into a headquarters unit and three rifle squads.

Organized for rapid movement and brief, decisive encounters, the Rangers use automatic weapons with emphasis on firepower and mobility. The 3.5-inch rocket launcher, .30-caliber machine gun, 57-mm. recoilless rifle and the 60-mm. mortar provide heavy destructive fire and yet can be transported without use of vehicles.

Rangers are trained to make parachute or amphibious landings and are capable of carrying out prolonged missions behind enemy lines. They are sometimes supported by tactical aircraft, artillery and naval gunfire.

Whether their objective is a command post or artillery position, a rear area headquarters or an observation post, they work swiftly, skillfully—wreaking their damage, confusing, delaying and generally disrupting the enemy's operations.

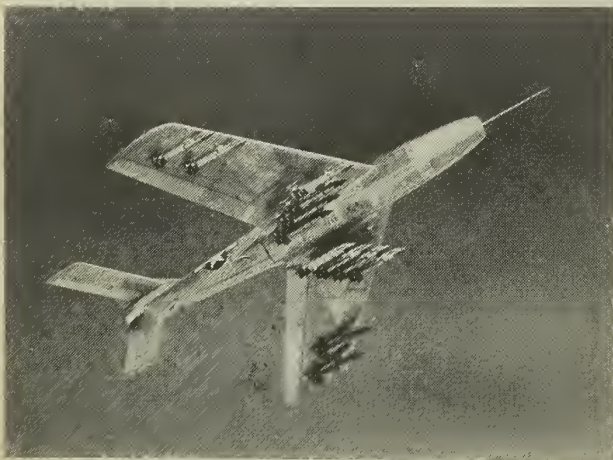
Staffed by carefully selected volunteers, including officers below the rank of captain and enlisted men of any grade, Rangers must meet the physical qualifications for parachute duty, score at least 200 points on the physical fitness test and be under 36 years of age.

* * *

A **NEW SWEEP-WING FIGHTER-BOMBER** with greater armament, increased versatility, will soon go into mass production for the Air Force.

The Republic F84F was first tested with a J-35 jet engine, rated at 5,200 pounds of thrust. Installation of a British-designed, axial-flow "Sapphire" jet—designated J-65 and rated at 7,200 pounds of thrust—is expected to improve the aircraft's take-off, rate of climb and speed.

As a fighter, the F84F can travel at very high speeds and accomplish long range missions. As a ground support plane, it carries more armament than its sister



NEW THUNDERJET makes use of a British engine for greater speed, packs more punch than F84E now in Korea.



HUGE MODEL mouth is examined by WAC trainee at Army's medical university, Fort Sam Houston, Texas.

model, the F84E, which has been used successfully in Korean operations.

Tests of the F84F were conducted at Edwards Air Force Base, Muroc, Calif.

* * *

A **NEW TYPE STAINLESS STEEL BONE PIN**, almost as thick as a man's little finger, may eliminate the need for casts in the treatment of broken leg bones.

Successfully tested in the Tokyo Army Hospital, this "intramedullary bone pin" speeds up the growth of new bone tissue and prevents the stiffness of joints and muscular atrophy often resulting from immobilization in casts.

Patients are now able to walk and care for themselves much earlier. This is not only good for morale but enables the Army to utilize more fully its medical manpower and hospital space.

The device is inserted through the end of a broken thigh bone into and along most of the length of the marrow cavity. Except for the upper end, the new pin is completely inside the bone. The lower end is held fast by the solid bone at the base of the femur or large thigh bone. After the fracture heals, an incision is made and the pin is withdrawn.

Used only in connection with thigh bone breaks, Army doctors plan to test the new pin in healing fractures of the lower leg.

Further investigation will be needed before the pin becomes standard equipment. Successful tests indicate, however, that it will probably replace the old-type pin which was attached to the outside of the bone, extending several inches above and below the break, and fastened at each end with a clamp.

* * *

THE TRADITIONAL LARGE CHEVRONS, in use at the end of World War II, will again be seen on the arms of Army non-commissioned officers.

For the past five years the Army has used two types of chevrons—designating men as "service" or "line" NCOs.

Reverting to the old system is not only expected to ease the supply problem but will eliminate the need for non-coms to change "stripes" when transferring from one type of organization to another.

The gold overseas bars—which also became a memory



WOUNDED VETS from Korea in Washington, D.C. get friendly attention (left) and soon move around on crutches.

after World War II—are being pressed into service once more. Army personnel will be entitled to wear one bar for each six months' service in Korea.

★ ★ ★

NEW ARMY FATIGUES—GI's eventually will be wearing sateen fatigue clothing as the results of tests by the Army's Quartermaster Corps in collaboration with the nation's textile industry.

The new sateen material has a wearing quality almost twice that of herringbone twill, the less glamorous cloth now being used. The so-called "reverse side" of the sateen was found to have the greatest resistance to abrasion.

While QMC plans to purchase 15,000,000 yards of the sateen in the next few months, the new coats and trousers will not be issued until present stocks of the herringbone twill uniforms are depleted.

★ ★ ★

THE ANNUAL INTERNATIONAL ICE PATROL conducted by the U.S. Coast Guard is again in progress, following pre-season ice reconnaissance flights that began in January.

This year's patrol involves three Coast Guard vessels and two planes. The ships are the oceanographic vessel

usCG *Evergreen* (WAGL 295), the seagoing tug usCG *Aeushnet* (WAT 167) and the cutter usCG *Androseoggin* (WPG 68). Two long-range bombers classed by the Coast Guard as PB1Gs are operating out of the patrol's Argentia base. *Evergreen* was scheduled to leave Boston for the north on 15 March; *Aeushnet* and *Androseoggin* were to stand by at that time in Portland, Me., and Miami, Fla., respectively.

The yearly springtime patrol of north Atlantic sea lanes has been conducted, except for some war periods, for almost 40 years. An international agreement calling for such a patrol came into being soon after the American liner *Titanic* struck a berg and sank, in 1912. That same year, two U.S. Navy scout cruisers, uss *Seneca* and uss *Miami*, performed patrolling duties in ice-prone areas.

For many years the U.S. Coast Guard has provided three ships to make up the patrol. Other nations have contributed toward paying the expenses involved. Patrolling begins in the early spring, after reconnaissance reveals that icebergs are beginning to break off the great arctic ice cap. It continues up to the first part of July, or until all danger of icebergs in ship lanes is past.

In addition to patrol work, the 180-foot *Evergreen* is slated at present to conduct oceanographic surveys.



ICE PATROL—A Coast Guard officer scrutinizes iceberg at close range. Right: *Aeushnet* is dwarfed by a mighty floe.



Schools for Shutterbugs



PHOTO BUGS work in their new, air-conditioned projection print room. Below: Wave trainee at NATTU, Pensacola, gets set to snap a close-up portrait photo.



THE NAVY's photographic schools at Pensacola, Fla., have moved into new, up-to-date quarters.

Formerly housed in two well-worn buildings at the Naval Air Station, the schools have been transferred to an airy, well-lighted structure, once part of the Army's nearby Fort Barrancas, now part of N.A.S.

Into its new building—which is the hub of Fleet photo training—the Navy has put some of the finest photographic processing equipment to be had: projection printers, contact printing equipment, tanks, sinks, washers and driers.

One unique feature is "light-trap" doors leading to the darkrooms. Essentially, these are blacked-out revolving doors which can be folded back out of the way in case of emergency.

Another is a 34-foot submarine periscope which sticks up through the roof and looks out on Pensacola Bay. Trainees use the big eye to simulate shooting photos through the periscope of an actual submarine.

In their all-purpose building, trainees in the Class A and Class B schools for photographer's mate and aviation photographer's mates occupy the basement and first deck. Those in the Class C schools for camera repairmen and motion picture cameramen occupy the second and third decks.

This move into new quarters em-



DARKROOMS at the photo schools provide each man with an individual place to work. Equipment is some of the best.

phasizes the increased importance of photography in a modern navy. Although little used before World War II, photo techniques soon showed their value, especially aerial photography and its twin function, photo-interpretation.

Skilled photo-interpretation coupled with imaginative shooting by aerial shutter snappers resulted frequently in the determination of the size of enemy forces, location of enemy ships, spotting of docks and reefs as well as the pattern of gun emplacements and beach defenses.

To keep up with the expanded uses for photography, the Navy schools during World War II turned out more than 5,000 trained enlisted men as well as 350 photo-specialist officers and 350 photo-skilled aviators.



SCANNING newly developed negative, trainees hold it to light. At schools, trainees are encouraged to take their own pictures, print them in off hours.



NEW HOME for the Fleet's Class A, B and C photo schools is this building on the grounds of Fort Barrancas.

The War Against



THAT CONSTANT companion of man, the microbe, has more than met his match in the painstaking scientists who work in the world's only germ-free laboratory at the University of Notre Dame.

There the microbe has been liquidated. Completely. *Kaput!*

If you think this has been no difficult job, you have no appreciation for the tenacity of the little critters. Billions of bacteria are swarming on, inside and about *you* right now. And they'll be around until you aren't for this world any more.

So many bacteria have been around for so long that man has no idea what life would be like without them. How much good and harm do they cause the human body? What part do they play in radiation sickness, old age, nutrition, dental cavities and other physiological puzzles? The Navy would like to know, for the benefit of its personnel and the nation in general, and some financial support is given the Notre Dame research project by the Office of Naval Research.

Inhabiting the germ-free room in the two-story campus laboratory at Notre Dame are such animals as germ-free chickens, rabbits, dogs,

EMERGING from disinfectant, attendant climbs warily into germ-free chamber. If plastic dome or suit is punctured, escaping germs would ruin experiment.



ENTERING chamber, attendant wears suit sterile on outside. Lab, financed jointly with the Navy, is the first of its kind.

Microbes

guinea pigs, monkeys, and even bacteria-pure rats, cockroaches and house flies.

All have been that way from birth. A few moments before normal delivery, mammals are taken surgically from the germ-free placenta of the mother, coming to life in the sterile world of the laboratory. Chicks, after incubating normally inside their germ-free shells, are placed in the laboratory for the last two days before hatching. Insect eggs are laboratory-hatched in similar manner, insuring non-exposure to germs. Once exposed, an animal cannot be treated by chemical or physical means to rid it of bacteria without killing the animal itself.

Some of the problems of obtaining specimen animals are solved if germ-free parents mate in the laboratory. Their offspring are germ-free also.

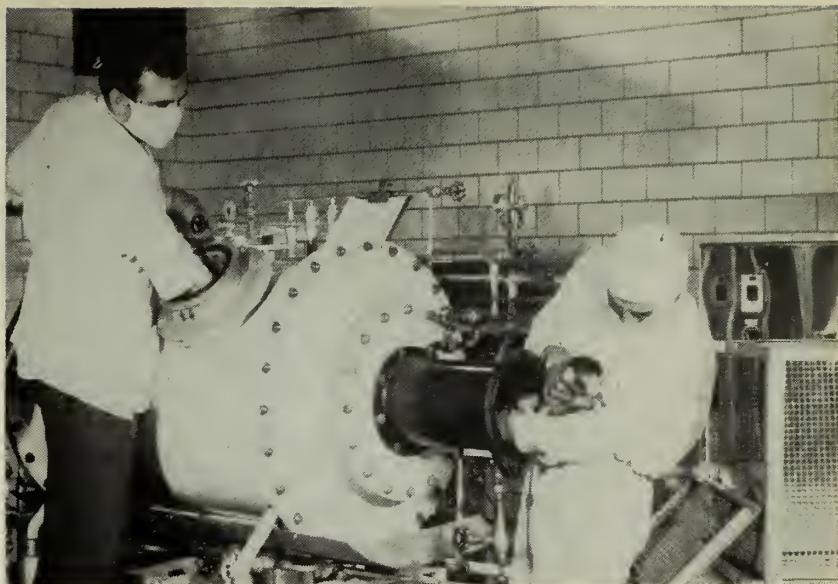
Life in the small tank that shields the germ-free specimens from the bacteria-filled world outside seems to have little effect on their appearance. They look the same as any other of their kind, except that the chicks might be a little dirtier in their bacteria-free dirt.

They live in neat cages on racks, eat sterile food, drink sterile water, and breathe sterile air. An attendant, sterile on the outside of his sealed plastic suit and crawling with bacteria just like any other human on the inside, comes in for two hours at a time. At the end of that period, he can't tolerate his perspiring self any longer and has to get out of the suit.

Preserving the tank's "bacteria-tight integrity" is a major worry for the attendant. Before entering, he must strip and shower and put on a clean, sterilized suit of woolen underwear. In the dressing room, an assistant helps him into a plastic diving suit and seals it at the waist by use of heat.

Air inside the suit is removed and fresh, sterile air is pumped in through a stainless steel flexible tube connecting with the suit at the waist. Exhaled air is taken out through the tube which also houses telephone wires for communication.

In another shower room the attendant's suit is bathed with a germicidal detergent striking at all angles.



SMALL MONKEY, plucked from air lock, is exposed to bacteria-laden air. In top-priority experiment, Navy is studying effect of germs on radiation sickness.

Then the attendant climbs into a tank containing a formaldehyde solution—exactly the same as embalming fluid—and stands below the surface for 20 minutes, brushing off any bubbles on his suit with a feather.

At the end of this preparation, he is ready to ascend to the second floor where the germ-free animals are kept.

Once in the germ-free room, the attendant is very careful not to puncture his plastic suit. If he breaks a glove or pierces the suit in any way—and it has happened—bacteria will escape into the room and the experiments are at an end, mostly

worthless. The animals must be removed, the tank scrubbed out and made germ-free again, and new germ-free animals must be obtained.

The laboratory now is on a five-year plan to maintain strict germ-free integrity at all times. Some experiments run as long as two years, and any mistake that would permit entrance of bacteria would make necessary a new start.

Instead of handling the animals directly, the attendant places the cage in an air lock sealed from both ends. Any examination of the specimens is carried out in smaller germ-free compartments fitted with rubber gloves so scientists can put their hands in to handle the specimen or take up sterilized instruments on the inside.

The animals must be kept germ-free until the examination is over and the results carefully written down. Bacteria that have little effect on other animals that have developed resistance to them ever since birth have a devastating effect on germ-free animals. Once when a common soil bacteria was accidentally loosed in the laboratory, scientists noted a quick and strong reaction on the hearts of the germ-free animals, much like rheumatic fever causes in both humans and animals.

Germ-free research has been going on for 20 years at Notre Dame, started and carried on by a pioneer in the field, Professor James A. Reyniers, founder of the college's Loubund Institute. During World War



THIS CHICK is famous. It is first example of a 2nd-generation animal to be born in germ-free surroundings.



Sailors See Bombay

Carrying out the Navy's mission of "showing the flag," units of the U. S. Fleet touched recently at Bombay, India. One of the main ports of this great sub-continent of 400,000,000 people, Bombay lies 7,800 miles from New York.

Sightseeing sailors from *uss Valcour* (AVP 55), flagship of Commander of the Middle East Force, get a glimpse of the city's harbor (above) and discover the trick of charming a cobra (center). Below: Native guide points out an example of the trimmed shrubbery to be found in Malabar Hill Gardens.



If the Office of Naval Research joined in the sponsorship of the germ-free studies. The research is pure and basic, pointed at uncovering elementary principles that may lead to better living for all.

Radiation sickness from an atomic bomb burst is one of the problems that germ-free research scientists have in mind. At present, the picture is confused as to what part bacteria in the body might play in the sickness that follows an atomic bomb burst and how much is due entirely to physical effects of radiation.

No cavities form in teeth in the absence of bacteria, that much is known now. By taking a germ-free animal, scientists can add the various bacterial factors one by one and find exactly which causes cavities.

Old age is another field of study for germ-free scientists. They want to know what precise effect bacteria have in shortening life — and they have suspicions that the body's normal bacteria might figure prominently in the long-range deterioration of the human body which today is called "old age."

Most of the body's bacteria are recognized as neither harmful or beneficial. Science doesn't know their effect on human life, and germ-free research might provide some of the answers.

Through this basic research—the work of the "scientists' scientist"—you might live longer or better or happier.

Boy Scouts Run Air Station

Twenty-one Boy Scouts relieved the commanding general, unit commanders and department heads of their desks and their duties when they took over the operation of USMC Air Station, Cherry Point, N. C., for one hour during the observation of Boy Scouts of America week.

Inspection of the troops, cockpit cheek-outs in F2H-2 *Banshee* jet fighters and "chow" in an enlisted men's mess hall highlighted the Scouts' activities.

In an unusual bid for popularity, an "acting colonel," commanding Aircraft Group-11, initiated a request that all Marines be given 60 days' annual leave, doubling the amount currently being granted. However, since such a policy would have been "agin the law," the acting CO's request was not approved.

LETTERS TO THE EDITOR

Reenlisting During Extension

SIR: How do you determine the expiration of enlistment date for Reserve personnel recalled voluntarily or involuntarily to active duty?

Can a man in the Regular Navy, whose enlistment was involuntarily extended, reenlist at any time during the period of extension or must he wait for the expiration of the extended enlistment?—A.A., PNC, USN.

• The expiration of enlistment date of an enlisted member of the Naval Reserve is determined in the same manner as prescribed for all other enlisted personnel of the Navy regardless of his duty status.

For example, John Doe, SN, V-6 USNR, enlisted in the Naval Reserve on 12 June 1947 for a period of four years. His enlistment would normally expire on the day next preceding the fourth anniversary of his date of enlistment. However, in accordance with Alnav 72-50 (NDB, 31 July 1950), the enlistment described would be involuntarily extended for a period of 12 months. Such involuntary extension would become effective on the fourth anniversary of Doe's enlistment.

The provisions of Alnav 72-50 do not preclude voluntary extension of enlistment or reenlistment of USN personnel at any time during the course of the involuntary extension, provided the member is fully qualified.—Ed.

No Personal Copy of BuPers Manual

SIR: Is it possible to obtain a personal copy of the Bureau of Naval Personnel Manual and a personal copy of Naval Justice, as is the case with Navy Regulations?—W.F.W., YN1, USN.

• The Uniform Code of Military Justice may be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C., at a cost of 15 cents.

The BuPers Manual is printed for official use by commands only and copies are not available for personal use.—Ed.

Want a Navy Register?

SIR: Where can I obtain a copy of the Navy Register?—BOSN J.V.C., USN (Rct.).

• The Navy Register may be purchased from the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

The price of this book is \$3.25.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

No Billets for Agriculturists

SIR: I have a Bachelor of Science degree in agriculture. Is there any job in the Navy at the present time in which I could apply my education?—W.H.S., FA, USN.

• There is currently no billet in the Navy which requires a specialized knowledge of agriculture.

During World War II the problem of supplying forces in advanced areas with fresh vegetables prompted an effort to grow certain crops at a few Pacific island bases. This was never developed on a large scale, however, and nothing of this nature has been started in the present emergency.—Ed.

Chief at Class A School

SIR: Would it be possible for a chief teleman to attend a naval electronics school with the ultimate goal of LDO in electronics? I have completed several college courses in electronics, the college level GED test, and I'm a licensed radio amateur and an associate member of the Institute of Radio Engineers. My combined GCT and arithmetic scores are 148.—C.A.C., TEC, USN.

• Chief telemen are not now eligible for the Naval School, Electronics Technicians, Class A.

Personnel who are strongly motivated, demonstrate marked aptitude, and attain a satisfactory mark on the preliminary qualifying examination may request, and be assigned to, the Naval School, Electronics, Class B, Naval Station, Treasure Island, San Francisco, Calif., provided their requests are approved, with a view toward changing their rating to ET upon successful completion of the course. A course of instruction in the Class B school is not considered appropriate for the purpose of qualifying personnel for appointment to LDO classification in electronics.

However, BuPers states that in view of the critical shortage of telemen it is not practicable to assign personnel of this rating to the Naval School, Electronics Technicians, Class B, at this time.—Ed.

Transfer to Shore Duty

SIR: My brother, a Pfc in the Marine Corps, was wounded in action in Korea and was recently transferred to USNAS Pensacola, Fla., for duty.

I am eligible for shore duty in accordance with BuPers Circ. Ltr. No. 36-50 (AS&SL January-June, 1950), and my name is on the BuPers SDEL.

Can I request transfer to duty to the same station where my brother now serves, referencing BuPers Manual, Article C5209 (1)?—D.A.L., YN3, USN.

• There are currently over 10,000 personnel eligible for shore duty by virtue of being on BuPers' SDEL and, as stated in BuPers Circ. Ltr. No. 36-50, the controlling factors in selecting personnel from the SDEL for transfer to shore duty are as follows:

(a) The period of continuous sea duty since completion of last tour of shore duty.

(b) The location desired by the man.

(c) The need for his rating.

In view of the large number of men in the same rating group on the SDEL who have longer periods of continuous sea duty than you, a request for transfer to shore duty at this time would not be approved.—Ed.

Steam-Powered LSTs

SIR: There has been quite a lot of controversy here as to whether or not the Navy has steam-powered LSTs. Could you please give us complete information on this subject? Your information will settle this daily argument once and for all.—P.C.L., YN3, USNR.

• The Navy now has two steam-driven LSTs—LST 1153 and LST 1154, commissioned 3 Sept 1947 and 24 May 1949, respectively. All LSTs used during World War II were diesel driven.—Ed.



STEAM-DRIVEN, the 1154 is one of two Navy LSTs not powered by usual diesels.

Reinstatement of Temporary Rank

SIR: At the end of World War II, I held a temporary commission of lieutenant, USN. In 1947, I reverted to my permanent status as MMC, USN, for the purpose of transferring to the Fleet Reserve.

Last September I was recalled to active duty as an MMLC. Is there any possibility that my commission will be restored? Is there any chance that men in my status will be selected for warrant rank in the near future?—R.R.P., MMLC, USNR.

• *Public Law 305, 79th Congress, provides that members of the Fleet Reserve serving under a temporary appointment to warrant or commissioned grade shall have the highest grade in which they served satisfactorily—as determined by SecNav—when they are returned to inactive status.*

In other words, an enlisted man who was a member of the Fleet Reserve on active duty at the time he received his original temporary appointment to warrant or commissioned grade was released to inactive duty in the highest grade he attained while serving in a temporary commissioned status.

Enlisted men serving in the Regular Navy whose appointments were terminated and then were transferred to the Fleet Reserve have no status under P. L. 305, until such time as they are placed on the retired list.

At the present time, there is no provision of law whereby a member of the Fleet Reserve can be issued a temporary appointment to either warrant or commissioned rank and the Officer Personnel Act of 1947, as amended, specifically prohibits such appointments from being effected upon recall to active duty.

The Navy Department has proposed remedial legislation, however, to permit personnel in your category to be recalled to active duty in the highest temporary commissioned status in which they served during World War II.

Until such time as this legislation becomes law, favorable consideration cannot be given to issuing you a temporary appointment to either warrant or commissioned status.—Ed.

Naval Reserve Medal

SIR: If a member of an Organized Reserve unit is involuntarily ordered to active duty, will his time on active duty count toward his eligibility for the Naval Medal?—G.B.B., LTJG, USNR.

• No. An Organized Reservist on active duty loses that time on active duty for purposes of computing eligibility for Naval Reserve Medal. When he returns to inactive duty, however, he resumes counting inactive duty service toward eligibility.—Ed.

No NUC for LSMs

SIR: I should like to know if LSMs were awarded the Navy Unit Commendation for service in the Iwo Jima operation.—W. L. S.

• No. The Navy Unit Commendation was not awarded to any LSMs for service during the Iwo Jima operation.—Ed.

Combat Air Crewman Wings

SIR: I am a member of a Reserve air squadron which has been called to active duty. At the present time I'm flying as first radioman on a PB4Y-2S. I have never been to any Navy school except for weekend meetings. I expect to go overseas in a combat area. Can you tell me when I'll be entitled to wear the Combat Air Crewman's wings?—D.M.H., AL3, USNR.

• Air crewmen must be enlisted men who meet the following qualifications: (1) Must be of an AD, AT, AO, AG, AL or AF rating; (2) Be member of crew of combat type aircraft; (3) Be physically qualified in accordance with BuPers Circ. Ltr. 59-48 (AS&SL, 1948); (4) Be specifically trained in operational duties and have the knowledge required of combat air crewmen as directed by the Chief of Naval Operations, to include advanced aerial gunnery, communications, survival, recognition, and general operational knowledge of combatant aircraft to which assigned; (5) Be qualified as an aircraft machine gunner in accordance with the provisions of Article C-7514, BuPers Manual.

When an enlisted man has completed these requirements, his CO may designate him a Combat Air Crewman.—Ed.

Extension of Enlistment

SIR: My enlistment expires on 2 Dec 1951. Under present law, can it be involuntarily extended beyond that date?—W.H.P., CPL, USMC.

• Public Law 624, 81st Congress, which was approved 27 July 1950, authorized the President to extend all enlistments for a period of one year. As a result, on 28 July 1950, enlistments were extended for a period of 12 months for Navy and Marine Corps personnel whose enlistments expire on or after 28 July 1950 and prior to 9 July 1951. Therefore current directives would not extend your enlistment which expires on 2 Dec 1951.

In view of the present international situation and the Navy's commitments under the national defense program, it is impracticable to say what the future plans will be. Such plans depend upon the actual need for troops, a requirement which could conceivably change overnight.—Ed.

10 Year Deadline for GI Home Loan

SIR: I enlisted in the Navy in April 1940. I reenlisted for three years in April 1946 and again in April 1949, and plan to stay in for 20 years. What is the deadline for my application for a home loan under the G I Bill?—J.T.S., ENC, USN.

• Since your second period of enlistment from April 1946 to April 1949 was covered by Public Law 190, 79th Congress (Armed Forces Voluntary Recruitment Act), you may apply as late as 10 years from the date of your separation or, in your particular case, in April 1959.

Since you intend to remain in the Navy for a full 20-year period, however, the deadline for loan application in your case will be reached before that time. Therefore, you should apply for your loan at least one year before your anticipated final separation.—Ed.

Eligible for Advancement

SIR: I reenlisted (broken-service) in the Navy on 16 Sept 1950. When previously discharged I held the rating of ARM1. I was reenlisted as an AN. I understand there is a BuPers circular letter concerning men who held second class or above and reenlisted with broken service. According to the information I have, men in this category can be rated third class without taking the exam. I asked my training officer about this and he told me the circular letter covered only those men who reenlisted before 31 Aug 1950. I'd appreciate your setting me straight on this matter.—H.F.J., AN, USN.

• BuPers Circ. Ltr 145-50 (NDB, 31 Aug 1950) provides for adjustment of rates, in certain instances, whereby individuals who enlisted under broken-service conditions earlier in pay grade E-3 could now reenlist as petty officers third class BuPers Circ. Ltr. 145-50 did state that inasmuch as Recruiting Service Order 13-50, dated 19 Aug 1950, would most likely be in operation at all recruiting stations by 31 Aug 1950, the letter was not intended for personnel enlisting subsequent to that date. Apparently, R.S.O. 13-50 was not in operation at the Recruiting Station when you reenlisted, and you are entitled to be advanced to petty officer third class. The Bureau's intent was not to discriminate against those reenlisting after 31 Aug 1950, but to invite attention to R.S.O. 13-50 which would provide for them.

You are advised to submit immediately a request for adjustment in rate in accordance with the provisions of BuPers Circ. Ltr. 145-50.—Ed.

Your Status After Discharge

SIR: (1) If I were discharged from the Navy for reason of hardship or dependency, would I be connected with the Navy in any way?

(2) If I were discharged for either reason, could I still belong to or reenlist in the inactive reserve, V-6, or would I lose my present rate altogether?

(3) If I were discharged for either hardship or dependency, and a state of war was later declared by the U.S., would I be subject to induction under the Selective Service system?—H.T.A., Jr., YNT1, USN.

• (1) A discharge for any reason would, in effect, sever all connection with the naval service—Regular or Reserve—except where transfer to a reserve component is required. Such transfer is not required of those discharged for dependency or hardship.

(2) If the personal situation causing the request for discharge for dependency or hardship no longer exists, and if the commanding officer effecting the discharge recommended the person for reenlistment, the ex-serviceman could reenlist.

A member of the inactive Naval Reserve, however, is expected to be ready for active duty at any time during his term of enlistment, in the event of a war or emergency.

Regulations governing the ratings in which a person may be enlisted or reenlisted are subject to change. Therefore no assurance can be given that the member could be reenlisted in the rating held when he was discharged.

(3) Under present law, all male citizens of the United States who are between the ages of 18 and 26 must register with their local Selective Service Board and are subject to induction into the Armed Forces after having reached their 19th birthday.

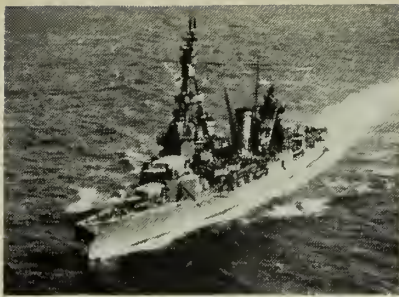
Qualified personnel may be accepted for enlistment in a branch of the Armed Forces, however, provided they have not been ordered to report for their pre-induction physical examination.—Ed.

Sea/Shore Rotation

SIR: A BuPers directive states that duty ashore for less than a year is counted as sea duty for rotation purposes. Is time spent as a transient or at school within that year counted as sea or shore duty?—R.V.K., HM2, USN.

• Duty ashore between sea assignments, for a period of less than 12 months is considered sea duty for purposes of sea/shore rotation. Continuous duty ashore, unbroken by sea service, for a period totaling 12 months or more, is considered a normal tour ashore.

For further information, consult paragraph 1.d., part 1, BuPers Circ. Ltr. No. 36-50 (NDB, 15 Mar 1950).—Ed.



CRUISERS *Pensacola* (above) and *Chester* (below) both had turrets for their big guns.



Where's the Main Battery?

SIR: Did USS *Pensacola* (CA 24) and USS *Chester* (CA 27) have their main batteries housed in "turrets" or "mounts"? How many heavy cruisers and light cruisers have turrets?—D.C.G., QM1, USN.

• Both *Pensacola* and *Chester* had their main batteries housed in "turrets." All heavy cruisers and light cruisers have "turrets", except anti-aircraft cruisers.—Ed.

Who Must Stand Watches

SIR: Is there any directive stating whether or not electronics technicians must stand watches?—T.M., ET3, USN.

• According to Navy Regs, Chapter 10: "Watch and Division Officers," Section 1, paragraph 3, "The commanding officer may assign to duty in charge of a watch or to stand a day's duty, subject to such restrictions as may be imposed by a senior in the chain of command, or by these regulations, any petty officer or noncommissioned officer who is subject to his authority and who is, in the opinion of the commanding officer, qualified for such duty."—Ed.

Clothing Allowance

SIR: Under the present pay bill, is an HMC who has been promoted to the permanent rank of ensign, MSC, USN, entitled to a clothing allowance?—A.D.W., ENS, MSC, USN.

• No. Neither is a Regular Navy enlisted man who is promoted to ensign, LDO, or a civilian who obtains a commission in the Regular Navy. However, an enlisted person, upon first temporary appointment to warrant or commissioned rank, is entitled to a uniform gratuity of \$250.—Ed.

Changing from Line to SC

SIR: I am now on active duty as an ensign, USNR. I was commissioned as a line officer on 4 Feb 1949, before receiving a degree in accounting.

When commissioned, I requested a Supply Corps commission but was told that I could receive only a line commission because I had no degree. I got my degree in June 1950 and proceeded to active duty on 24 Oct 1950.

Can I have my commission changed from line to Supply Corps?—J.A.D., Jr., ENS, USNR.

• Normally, requests for change of designation from an unrestricted to a restricted category made by officers in junior ranks who meet the basic requirements for unrestricted general duty officers will not be approved.

Special qualifications and preference for next duty assignment should be indicated on your Officers' Data Card (Nav Pers 340) which will be given every consideration, consistent with the needs of the service, in determining your next duty assignment.—Ed.

Speedwriting Shorthand

SIR: Is there any directive authorizing "Speedwriting" as a medium of shorthand for advancement in rating purposes?—B.A.L., YN3, USN.

• Speedwriting is an acceptable method of shorthand for advancement in rating purposes. NavPers 18068, Manual of Qualifications for Advancement in Rating, Rating Code 270.402 states that any method of shorthand may be used, although it is desirable for advancement purposes that the candidate use a system by which a speed in excess of 120 words per minute may be attained.—Ed.

Scores Required of NavCads

SIR: Can an enlisted man who is a high school graduate but who does not meet the standard classification test requirements enter the Naval Aviation Cadet training program on the basis of satisfactory scores achieved on the college level General Educational Development tests and the Education Qualification Test 2CX?—R.E.P., PN3, USN.

• Naval personnel on active duty, who have completed one year of college or who have successfully completed the college level USAFI General Educational Development Test, and who then successfully complete the USAFI Education Qualification Test 2CX in lieu of a second year of college, are considered educationally qualified for Naval Aviation Cadet training irrespective of the scores attained on the Standard Classification Tests.—Ed.

Status of Fleet Reservists

SIR: Many Fleet Reservists involuntarily ordered to active duty are in the 40 to 50-year age bracket, having served continuously throughout World War II. Inasmuch as civilians in the same age bracket are draft-exempt, are any provisions being made to return these men to civilian life?—D.C.W., CTC, USFR.

• The Fleet Reserve was established to provide a trained force of ex-officer and ex-enlisted personnel of the Regular Navy who would be available for active duty, in time of war or emergency, to fill billets requiring experienced personnel.

As members of the Fleet Reserve, they are on retainer pay while on inactive duty. They are informed, and understand, that they are required to keep themselves in readiness for active military service in the event of war or national emergency.

There is no restriction as to age limits in which Fleet Reservists may be ordered into active military service.—Ed.

Soft Salute?

SIR: I was told while in boot camp that there's such a thing as a "soft salute" that is rendered to all women as a form of courtesy. Upon presenting this idea where I'm stationed, I was laughed at by everybody. I would like to know if there is such a thing or not, and whether any special courtesy is extended to women by members of the military services.—R.K.H., SKSN, USN.

• The "soft salute" is a new one on us, too, and we believe we've heard of every kind of salute there is.

However, men in uniform do render special courtesies to women. Let us quote from our July 1949 issue, which contained the article entitled "Naval Courtesy Ashore and Afloat."

"When covered, officers and men escorting ladies, or meeting officers and men escorting ladies, render the customary salute; if seated with ladies, juniors rise and salute. It is customary to salute a lady acquaintance when meeting upon the street, as a form of greeting, and when departing from her company on the street."—Ed.

Meaning of "L" in Rating

SIR: I shipped over in the Naval Reserve on 21 Oct 1949 as CMM(PA). Recently I was told that my rate is now CMLL. What does the "L" mean?—W.K., CMML, USNR.

• The "L" in your rating designates "general machinist's mates." Your duties are associated with main propulsion and auxiliary machinery of steam propelled vessels.—Ed.



SEABEE communications lineman works his way up pole during Navy training exercises.

Telephone Lineman in Seabees?

SIR: Is there a telephone Lineman's rating in the Seabees? Can an experienced lineman be transferred from the Fleet to the Seabees?—F.W.K., FN, USN.

• There is no such rating as telephone lineman in the Seabees. However, there is an emergency service rating, construction electrician's mate L (communication lineman), the duties of which closely parallel those of a telephone lineman.

To transfer to the Seabees, it is necessary that you direct an appropriate letter of request to Commander, Service Force, Atlantic Fleet, or Commander, Service Force, Pacific Fleet, (as appropriate), via your commanding officer.—Ed.

Request for Assignment

SIR: I'm a photographer's mate seaman (PHSN), and am now serving in a destroyer. Since there is no billet on board for my rate, I'd like to know if there is any provision by which I may be transferred to another ship or station where there is a requirement for my rate. Before being transferred to this ship I handled all the photography on a shore station. I would like to get a swap or transfer so that I may work in my specialty.—A.W., PHSN, USN.

• There are PH billets assigned to some units of the Atlantic Fleet. As your ship is in the Atlantic Fleet, you should submit a request for assignment to such a billet via the chain of command to ComServLant who is responsible for the distribution of enlisted personnel within the Atlantic Fleet. Your request should indicate clearly your rating, your striker designation and your primary and secondary Navy job codes, and should contain a brief description of your training background. Favorable action will depend upon the existence of vacancies in the PH rating group and upon policies of ComServLant governing transfers.—Ed.

ARD 22 Last Hit?

SIR: In ALL HANDS, January 1951, p. 28, I note that S.R.S., SK2, USN, asks if USS *Pennsylvania* was the last ship to be hit and damaged by enemy in World War II.

At the time mentioned, USS *Pennsylvania* was one of three ships damaged on three successive days in almost the same spot. One was an APA, the name of which I do not recall, hit amidships by a kamikaze. *Pennsylvania* was hit aft on the second day by a torpedo. On the third day about dusk, a kamikaze came in and attempted to crash aboard ARD 22. The attempt was only partly successful and the kamikaze only knocked off a signal blinker light on the end of the yardarm. The light fell on the deck and was retrieved by the crew for historical purposes.

To the best of my recollection, ARD 22 was the last ship to be damaged by enemy action prior to surrender of the Japanese.—C.C.H., CAPT, USN.

• Your account is borne out in the smooth deck logs of the floating dry dock ARD 22 for 14 Aug 1945:

"14 August 1945: (En route from Apra Harbor, Guam, to Buckner Bay, Okinawa.) Time 2156—Unidentified aircraft approached ship from a northerly direction at extremely low altitude and high speed. As plane passed overhead, wing struck port arm of mast, tearing off outboard section of wing, part of which dropped on boat deck and one wing dropped into dock basin. Plane continued in a downward course the full length of the ship, barely missing port stern mooring winch where another section of the plane wing fell into the Bay. Upon inspection of damaged plane parts, they proved to be of Japanese origin."

Pennsylvania was hit at 2045 on 12 Aug 1945, just 59 hours before the official announcement of Japan's surrender. ARD 22 was attacked 49 hours later, 10 hours before the announcement.

However, as we pointed out in answer to the letter of *Pennsylvania*, it is not definitely known whether ARD 22 was the last to be damaged of all the Navy's vessels without exhaustively reviewing many ships' logs.—Ed.

Men on NROTC Duty Frozen?

SIR: Are enlisted personnel on NROTC Unit Instructor duty frozen for another year?—O.F.N., QMC, USN.

• A rotation of duty for enlisted instructors in NROTC units was not effected at the end of the fall semester in the 1950-1951 scholastic year. However, it is now planned to effect a normal rotation of these instructors during the summer of 1951.—Ed.

Ships' Logs; Commission Pennant

SIR: (1) I contend that the pages of the rough and smooth deck logs are numbered consecutively with the numbers coinciding with the days of the calendar year. If this is the case, then the columnar page and the remarks page for 1 May 1951 would both bear the number 121. If an additional page for remarks were needed, it would also be numbered 121. Is this correct?

(2) What type ships were allowed to fly the 13-star commission pennant and what types were not? When was this procedure abandoned and why?—W.L.H., QM3, USN.

• (1) No. According to Section B-3301, paragraph 13, of the 1948 BuPers Manual, pages of a log are numbered in the same manner as pages in a book. The first and last pages are left blank, however, so that the columnar and remarks pages will face each other. For example, the columnar page for 1 January would be page 2, the remarks page would be page 3. The columnar page for 3 January would be page 6 and the remarks page would be page 7—unless extra pages were necessary for a preceding entry. If blank pages are necessary to keep columnar and remarks pages facing, they are also numbered.

(2) On and after 30 Aug 1933, all commission pennants were authorized for seven stars only. No particular reason is known except the desire for standardization. The number of sizes in which the pennant is supplied to ships has also been reduced. No actual rule has been found which definitely states what type of ship flew the 13-star pennant and which ones used the seven-star pennant.

Most ships probably used the 13-star pennant. Ship's boats which now fly no commission pennant always used the one of seven stars.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• USS *Massachusetts* Associates, Inc.—This organization, which is chartered under the laws of the Commonwealth of Massachusetts, is sponsoring a reunion to be held on 12 May 1951. USS *Massachusetts* Associates, Inc. is composed of men who served aboard the battleship USS *Massachusetts* (BB 59) from 12 May 1942 to the time the ship was decommissioned. All crew members of that period, if interested, should contact J. E. Shields, YNC, usn, for particulars. Address: U.S. Naval Air Station, Squantum, Mass.

• USS *San Jacinto* (CVL 30)—All former crew members are invited to convene for a reunion at the Hotel Pierre, New York City, on 21 Apr 1951. For information and reservations, contact Chaplain D. B. Cordes, St. Paul's Episcopal Church, Norwalk, Ohio.

• SPARS (U.S. Coast Guard

Women)—The second national SPAR reunion will be held in New York City on 20, 21 and 22 Apr 1951. Ex-Spars who are now in the Naval Reserve are welcome. All who are interested should get in touch with Miss Guin Hall, c/o New York Herald Tribune, 230 West 41st St., New York City, for information. For reservations, contact Miss Doris Scripture, 14 Monro St., New York City.

• VC-9—A reunion is planned for some time in April or May 1951. All interested should contact Lesley McCreath, Jr., 4115 Packers Ave., Chicago 9, Ill. Give names and address of any former shipmates about whom you have information.

• 91st *Seabees*—This unit's second annual reunion will be held on 26 and 27 May at The Cascades Park in Jackson, Mich. All former members of the unit are invited to attend and to take along their families. Those unable to go are urged to drop a card with their correct address for future reference. Mailing address: N. P. Sercomb, 91st Seabees, 514 N. Milwaukee St., Jackson, Mich.

Clarification of Uniform Allowance

SIR: In the February 1951 issue of ALL HANDS, Ensign L.M.B., MSC, USN, requested information as to his eligibility for a cash clothing allowance on appointment to that rank from enlisted status. In answer, he was told, "There is no authority of law for payment of a uniform allowance upon first appointment to commissioned rank in the Regular Navy."

I disagree with ALL HANDS in this matter, having seen the allowance

paid many times during the past war. What I believe you meant was that this allowance could not be paid two different times to the same persons.—L. E. H., YNC, usn.

• What we really intended to say is: "There is no authority of law for payment of a uniform allowance upon first permanent appointment to commissioned rank in the Regular Navy. In those instances to which you refer, the appointment was no doubt temporary. Thanks for helping us clarify our statement.—Ed.

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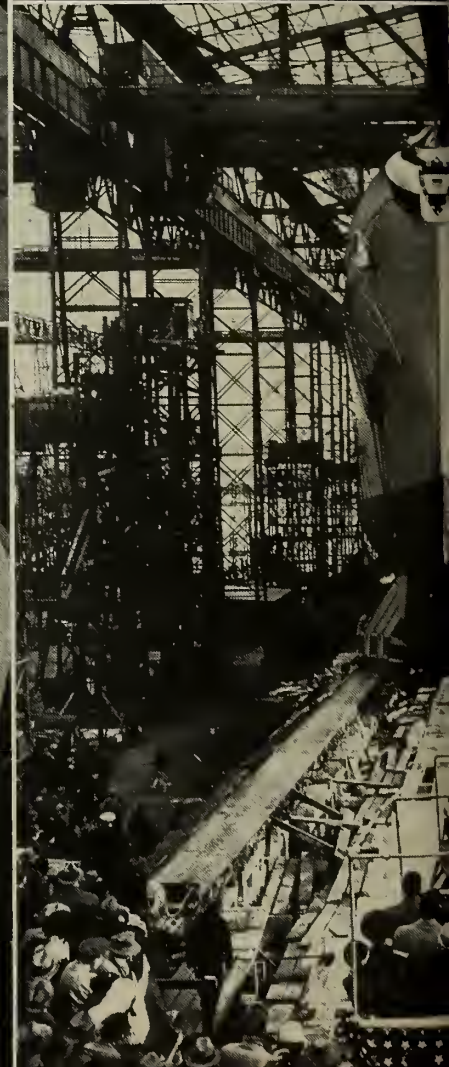
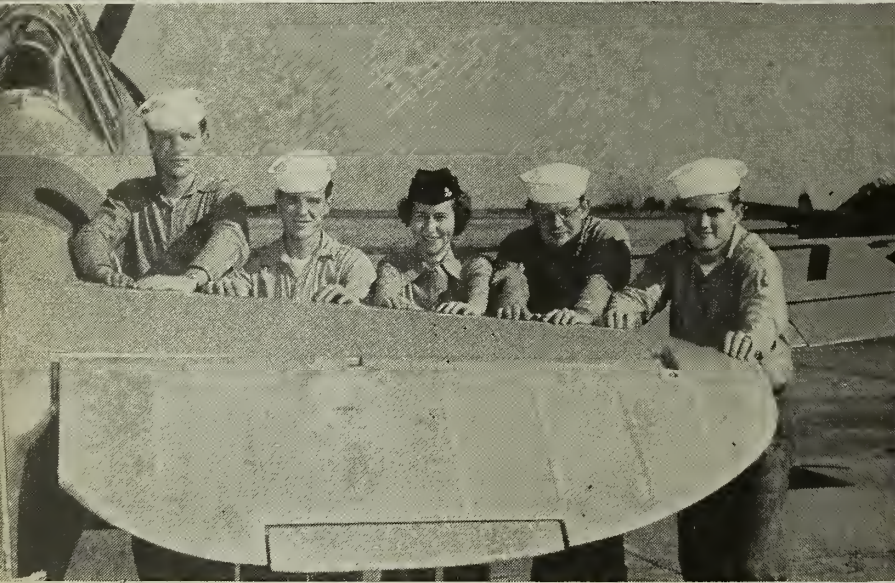
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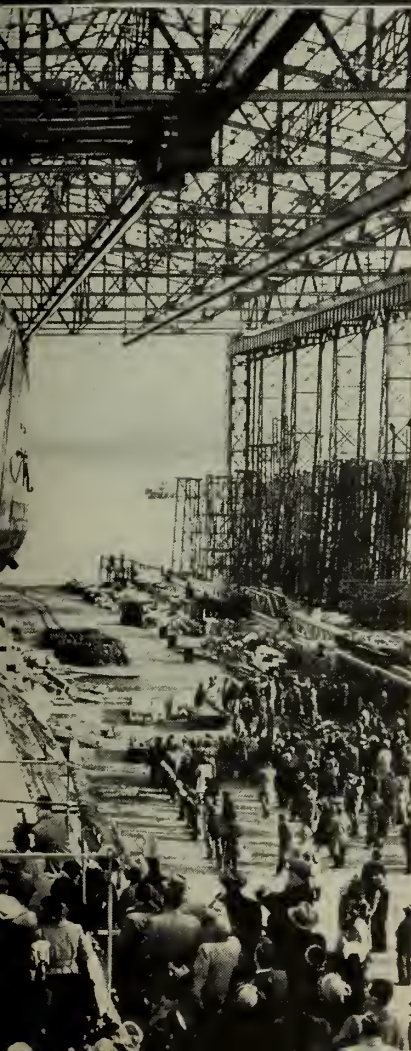
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TODAY'S NAVY



First of Navy's New Submarine-Killer Submarines Launched; 195 Feet Long, Displaces 750 Tons

The submarine *uss K-1*, first of a new type of submarine-killer subs, is now afloat and progressing to completion, having been launched at its building yard, Groton, Conn.

Displacing only 750 tons, the new *K-1* will be only approximately half as large in tonnage as fleet-type submarines. Her overall length of 195 feet is approximately two-thirds the length of her big sisters. But *K-1*'s smaller hull will contain much ultra-modern sonar gear and other electronic detection equipment.

A submarine defense against enemy submarines is planned by the Navy, to be built around the *K-1* type of undersea craft. Submarine authorities declare that there is nothing that strikes more terror in the heart of a submariner than to have

an enemy submarine operating in the same waters.

An earlier submarine, completed in 1914, carried the designation *K-1*, as does the new submarine-killer craft. The *K-1* of 37 years ago was one of the class known as "K-boats" — conventional submarines of the time, not especially designed to fight other submarines.

New Anti-Sub Seaplane

Production rates of the new *P5M-1 Marlin* antisubmarine seaplane have been doubled.

The *Marlin* features a single tall tail fin and rudder. This is in contrast to the twin rudders of the *PBM Mariner*, which it will eventually replace.

Navy technicians and commercial engineers have designed a pair of underwater rudders, called hydroflaps, to overcome the problem of maneuverability on the water. Tests of the experimental model show a marked decrease in the radius required for turning the seaplane. Located near the tail of the ship, the hydroflaps may be used together or independently to steer the airplane during operations in confined waters. When used together, they can also serve as brakes.

The *Marlin* is manned by a crew of seven. Powered by two turbo-cyclone engines, it has gull-shaped 118-foot wings. Overall length is 90 feet, three inches.

← The Navy in Pictures

TWO WAVES strike a seafaring pose during a day's indoctrination cruise aboard *USS Wright (CVL 49)* in the Gulf of Mexico (top right). Reading counterclockwise: A sailor from *USS Missouri (BB 63)* browses for gifts in a toy shop while on a brief liberty in Sasebo, Japan. Five ex-high school teachers have joined the Navy and are receiving training at the Airman School (Class P), NATTC, Memphis, Tenn. A personnel man issues instructions to seven newly arrived enlistees. Sleek *USS Northampton (CLC 1)*, first cruiser command ship to be built, slides down the ways at Quincy, Mass. The headquarters ship was converted for its new mission from a *Baltimore-class* hull.

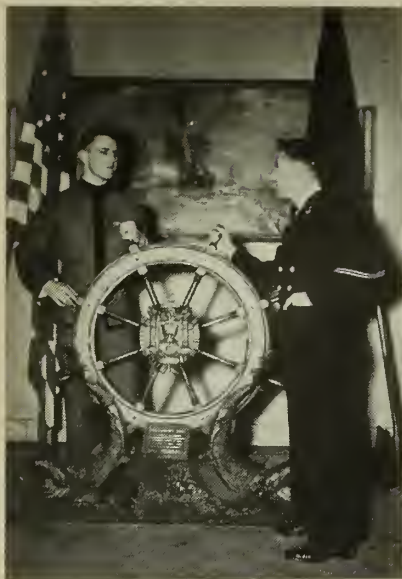
YESTERDAY'S NAVY



Three-day naval-air battle of Coral Sea began on 4 May 1942; *USS Lexington* lost. First German U-boat to surrender gave up to U.S. Navy plane off England on 10 May 1945. Sixth anniversary of V-E Day, 8 May, this year.

MAY 1951

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		



MIDSHIPMAN shows cadet wheel of sloop-of-war *Dale* during an exchange week-end between the service schools.

Navy Models in Chicago

Navy exhibits have been much in evidence at sports and automobile shows in the Great Lakes region, with a transparent 22-foot model of the aircraft carrier *uss Midway* (CVB 41) taking the limelight.

First among three recent public events at which the Navy figured, in that area, was the Chicago National Boat Show. There, the Navy occupied nearly 7,000 square feet of floor space. That event was followed almost immediately by the Chicago Automobile Show at the same location, where 3,000 square feet of space was allotted to the Navy. The automobile show normally draws an attendance of more than 450,000 persons during its nine-day run. Before the automobile show began, sponsors of the Milwaukee Sports Show, which is to be conducted this month, had requested the Navy exhibit for their event.

Besides ship models, items shown at the public gatherings were rescue and survival gear for fliers, a torpedo with motor set up to operate, a Norden bomb sight, and an engineer's flight panel from a PBM *Mariner*. Crowds watched a daily demonstration of an exposure suit, with the wearer swimming in ice water. Spectators went on imaginary flights at the engineer's controls of the PBM, hearing realistic engine noises and watching flashing colored lights.

Especially at the boat show, where

the viewers were unusually sea-minded, the plexiglas *Midway* was a great attraction. Peering through the transparent hull, spectators studied with great interest the ship's compartmentation and contents. Other exhibits which attracted much interest at the boat show were a cut-away jet aircraft engine and a Navy art exhibit.

U. S. Honors Danish Academy

The U.S. Navy reaffirmed America's friendship with Denmark in a ceremony marking the 250th anniversary of the Royal Danish Naval Academy. A bronze plaque two by three feet in size, mounted in a mahogany presentation case, was given to the Danish academy as a gift from the U.S. Naval Academy.

On the plaque are engraved a replica of the U.S. Naval Academy Seal and the words: "To the Royal Danish Naval Academy, commemorating their 250th anniversary, from the United States Naval Academy," and the date. The Danish naval academy at Copenhagen, was founded in 1701—three-fourths of a century before the U.S. became independent.

Crew of Boxer Gives Blood

Leave it to the Red Cross to think up unique ways to reach potential blood donors. The mobile unit of the



TAILLESS XF4D, the latest Navy carrier-catapulted jet fighter, can climb and intercept enemy on short notice.

Irwin Memorial Blood Bank of San Francisco, Calif., banded *uss Boxer* (CV 21) and collected over 900 pints of blood.

In order to accomplish this feat, the blood bank's 3,500 pound refrigeration car was hoisted aboard the carrier by a huge dock crane, placed on the flight deck, and thence lowered by elevator to the hangar deck.

Getting into the spirit of things, officers, crewmen and some of their wives kept hospitalmen busy carrying pints of blood to the refrigeration unit. When the bloodmobile was filled to capacity, the life-saving fluid was temporarily stowed in the ship's reefers.

With about 50 per cent of the crew participating "Operation Blood"—originally scheduled as a one day project—was extended an extra day.



QUOTA for King County Blood Bank is aided by donors from Patrol Squadron 931 at NAS Seattle, Wash. "Red Dog", their mascot watches.

Shipbuilding Bill Signed

The naval construction bill, which provides for the building of a huge aircraft carrier not to exceed 60,000 tons and an atomic-powered submarine, has been signed by President Truman.

The carrier will be at least 12,000 tons heavier than the Navy's largest existing carriers, and will require about three and one-half years to build. The bill, calling for approximately 500,000 tons of new shipping and the reconversion of 1,000,000 tons of existing shipping, is the largest authorized since the close of World War II. Details of the bill will be covered in the next issue of *ALL HANDS*.

Marines Rotated

Six hundred Marines—veterans of the Korean conflict—have returned to the United States as part of a small scale rotation of troops now being carried out in the Korean area.

The new program will not only help maintain morale and combat efficiency but will enable stateside commands to make use of the combat experience of veterans of Korean action.

As the number of trained replacements increases, it is hoped that rotation may be speeded up. It will be some time, however, before the plan can be completed.

Many Marines have been serving continuously in Korea since the landing at Pusan on 2 Aug 1950.

Supersonic Guided Missiles

Now in operation is the nation's first self-contained factory for producing supersonic guided missiles, working under contract to the Navy Bureau of Ordnance.

The new missile-making unit is a property of a commercial firm which operates plants at San Diego, Calif., and Fort Worth, Tex. Although it previously had no integrated factory for that specific purpose, the company has been manufacturing various rockets and missiles for the Navy since 1944.

Initially, the new unit will occupy some 200,000 square feet of floor space. The completely self-contained shops will eventually employ approximately fifteen hundred or more workers.

Here's How Tactical Air Support Pays Off

THE GUY on the ground was cold. He couldn't remember when he'd been so cold. And hungry. And mad, too, in a tired and tight-lipped sort of way. He bellied deeper in the snow and the Commies on the high ridges above kept the marine truck convoy nailed down tight and the evacuation port of Hungnam was a long way down the mountain trail.

The division had to fight 15 miles back to Hagaru-ri for re-assembling, but nobody was going nowhere until something was done about the quilted Commies and their mortars in the zero-minus hills above the stalled convoy.

The guy on the frozen ground knew the answer and so did LCDR Hoke M. Sisk, usn, a six-four fighter pilot off USS Leyte who at the moment was not sipping hot coffee in the wardroom of CV 32.

He was cruising his flight of F4Us through patchy clouds at 200 knots above the snow-swept plateau near Chosin Reservoir.

Sisk is a big teddy bear type of man who left destroyers to do 35 air missions during the last war and he knew the guy on the ground only as the radio call "Dogface." So he waited for the call and the marines in the convoy below sucked in their guts while the Commie fire kept their stubble flat in the ice.

"Hello, 901 Apache . . . hello, 901 Apache," said the guy on the ground.

Sisk broke from the formation, turning to the right, and his lip mike bounced back a reply to the marine.

"Hello, Dogface . . . hello, Dogface . . . this is 901 Apache with four Victor Fox loaded with napalm, rockets and full ammo for your control. Cruising at 3,000 feet."

"Roger, 901 Apache," said the man on the ground. "What is your present position?"

"This is 901 Apache . . . I have a flight of four Victor Fox about 10 miles north of Hagaru-ri . . . do you have me in sight?"

"901 Apache . . . I believe so . . . rock your wings."

Sisk rocked his wings, switched his tail to bring his flight into

column, and the guy on the ground was still only a radio voice from the washboard pattern of frozen ridges far below.

"901 Apache . . . this is Dogface . . . we are a convoy pinned down by Chinese fire coming from positions halfway up the ridge to the east of the convoy. This ridge is now 4 o'clock to you."

Then quickly from the marine controller on the ground: "I have you in sight 901 Apache . . . hold your turn . . . roll out . . . your target is now 12 o'clock down."

Over the hose-nose of the *Cor-sair*, Sisk spotted the stalled convoy, brown against the snow and stuck hard and fast in the ice.

A well-trained air unit works over a target without using the radio, relying on hand and visual signals, and this segment of VF 33 was no exception. Down they went, first with the 50s and rockets and then snapping the stick "pickles" to roll away the napalm tanks.

It was a beautiful and awesome sight on the ridges and the flame-bursting gas jelly rolled red and black through the hills and turned the snow into a scorched caldron of quilted uniforms and mortar positions.

One more pass they made, rolling into a split-S and down on the target. Then it was over and the convoy again was moving toward Hagaru-ri in their redeployment from the Reservoir.

As the F4Us moved toward the coast, the guy on the ground stood up. He was still cold and hungry and tired, but the convoy was rolling and he could get his face out of the ice.

"Hello, 901 Apache. . . .," he said. "This is Dogface. You got 'em. Drop back any time. You're always welcome."

High above the plateau, Sisk rocked his wings and his flight came back into cruising formation.

The marines rolled toward the sea and their withdrawal was plugged every inch of the way with the tactical air support of the Navy and the Marine Corps—with fliers like Sisk and the guy on the ground.

For more on napalm in Korea, see page 17.

Women Marines' Anniversary

The Women Reserves of the Marine Corps, the famous "lady Marines" of World War II, are now eight years old. This refers to the organization—the individual lady Marines are at least 18.

There were almost 19,000 of the WRs in the Marine Corps at the height of their number in World War II. Some of them joined the Regular Marine Corps in 1948, when Congressional action made it possible for them to do so. Some returned to civilian life, and some joined the Organized Reserve platoons which were set up in 13 cities in 1949 and early 1950.

Before the Korean conflict began, Organized Reserve platoons for women Marines existed in Seattle, San Francisco, Los Angeles, Dallas, Kansas City, St. Louis, Minneapolis, Chicago, Detroit, Boston, New York, Philadelphia and Washington, D.C. With the Korean attack, members of these platoons were called into active military service and are now on duty throughout the U. S. The Marine

Corps is accepting qualified women at least 18 years of age, with or without prior military service, for the Volunteer Reserve.

The eighth anniversary was marked by reunions at major U.S. cities.

Chief Tells Europe of U.S.A.

Melvin B. Fields, SDC, usn, is a man who likes the Navy in particular and America in general, and he is willing to tell the world so. Recently he got his chance to tell the world—on both sides of the Iron Curtain—over the Voice of America.

Chief Fields has been in the Navy for 15 years, since 1936, after leaving Ohio State University. He was at Pearl Harbor on that infamous day in 1941 and spent most of World War II in the Pacific. At Tarawa he won a citation for hitting the beach with the Marines.

In answer to the request of a radio commentator for letters that his listeners would like to send to the people of Europe, Fields sent in one

of six which was selected to be broadcast.

Here are some of the things he said:

"You may think it strange for me, a Negro, to write you . . . I speak of this country's beauty and happiness and feeling of contentment one gets . . . We here do not deal in wholesale hate or distrust of our fellow-man . . . We raise children to want peace and happiness for all, whether in China, Russia or America . . . I live free with my family, and as any average American, am making progress . . . Put your trust and faith in God, learn to pray and believe your prayers will be heard as well as mine."

Photographer Honored

When, in 1945, the aircraft carrier *uss Franklin* (VC 13) was blasted and set afire by kamikaze attacks in the Pacific, a photographer aboard a nearby cruiser took some pictures of the stricken flattop. Although one of the photos became a World War II classic, the cameraman who took it remained anonymous.

Late in 1950, a large book of photographs depicting world happenings since the beginning of the present century came off the presses. In it was the famous picture of the listless, smoke-shrouded *Franklin*. The caption below the photo inferred that the famous naval photographer **W. B. Bates, PHG1** Captain Edward Steichen, usnr, was the man who had snapped it.

"Not so," said the captain. "I wish I had, though. I have a citation for the man who did." He wrote a letter in that vein to the magazine which had published the book.

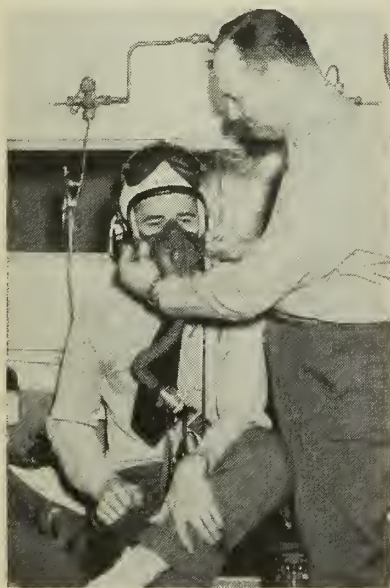
The magazine printed the captain's letter. The man who really took the picture read it, and revealed his just identity. Soon he received his just reward—a citation from the Navy Photographic Institute. The Navy photographer who had snapped the renowned picture is William Bates, PHG1, usnr. At the time he received his award he was again taking pictures in the Pacific, now aboard the carrier *uss Philippine Sea* (CV 47) off Korea.



W. B. Bates, PHG1

Navy Doctor Spends Off-Hours Flying Jet Planes

When Commander Sidney I. Brody (MC), usn, of NAS Atlantic City, N.J., lectures a group of pilots on high-altitude high-speed physiology, he isn't talking from



DOC BRODY, one of few service doctors who is a qualified pilot, adjusts student-pilot's oxygen mask.

schoolhouse experience alone. Jet-flying Commander Brody is one of the few known doctors in any branch of the armed forces who is a qualified military pilot.

The "aviating" medico was first designated a naval aviator several years ago, when, as a lieutenant commander, he graduated from flight school along with a group of midshipmen and cadets. He started flying jets some six months ago, in *Phantoms*. Nowadays he flies F9Fs and *Skyraiders*.

But it takes a bit of "tearing away" for him to get in any flying at all these days. The commander is as busy most of the time as a country doctor in flu time. Week-day mornings he's in charge of the eye, ear, nose and throat clinic at the NAS dispensary. Afternoons, the doctor lectures to pilots and crewmen on aerodynamics and the use of protective equipment, and demonstrates the low-pressure chamber which acquaints pilots with the thin air of high altitudes.

Then maybe an hour of screeching around the sky, after which he may address a civic group on the subject of naval aviation.

New Device Speeds Learning

A new Navy development now proving itself in classrooms throughout the service is a technique for reproducing illustrations from textbooks and projecting them onto a screen for the benefit of good-sized audiences.

Under the new process, developed at the Bureau of Naval Personnel, graphic illustrations can be reproduced at whatever activity they are needed. No original art work with its attendant cost need be created at the individual activity, because illustrations already printed in textbooks are used.

A dry reproducing process is used in making the illustrations for projection. They are reproduced on a transparent foil (or sheet), which is put in a special holder which in turn can be placed in a projector at the instructor's side. The projector casts an enlarged image of the illustration on a screen at the front of the classroom. With the projector at his side, the instructor can face the class and point out details of the illustration on the screen while operating the projector himself.

The new process of reproducing illustrations was developed under guidance of the BuPers Training Aid Section. It lessens the need for costly, space-taking charts and posters, and is time-saving and economical. Full-color copies can be reproduced. Projected illustrations can be "taken apart" for study of specific details.

Koncerts in Korea

Entertainment of Navy and other service personnel in Korea is being provided by what was once the Seoul Symphony Orchestra. Now under the wing of the South Korean Navy, the refugee orchestra is kept busy playing concerts on tank decks of LSTs and other improvised "stages" or concert halls.

Battle-weary men are getting pleasure from these programs of popular classics ranging from Brahms to Tchaikovsky, from Stephen Foster to George Gershwin. The orchestra, augmented by soloists and chorus, tries to perform selections of special appeal to United Nations forces. Arrangements of Korean folksongs form a part of almost every program.

A typical concert might get under way with "We are United Nations," followed by arias and duets from



PROJECTOR used to throw image of a transparency on a screen is demonstrated by Jack Dempsey, *All Hands* staff artist, working in lighted room.

Verdi's opera, "La Traviata," and Beethoven's "Leonora Overture No. 3." After intermission, songs of Foster and Gershwin—sung in English—and Korean selections such as the "Song of Mongumpo" might be performed. Returning to the classics, the orchestra would perhaps conclude the program with the "New World Symphony" of Dvorak.

Wins Air Reserve Trophy

Fighter Squadron 451 of the Marine Air Reserve was awarded the Marine Air Reserve Trophy in ceremonies held at the Naval Air Station, Willow Grove, Pa.

Named the number one squadron in competition with 30 other MAR squadrons in 25 major cities, VMF-451 is the second to win the 21-inch silver and ebony trophy.

VMF-451 won the award on points earned for overall operating efficiency, summer maneuvers and drill attendance, inspection results, and the performance of duties and training exercises.

The squadron is made up of Marine Aviation vets, ex-servicemen from other branches of the Armed Forces, and non-veterans. All are from the Philadelphia area.

During World War II, VMF-451 was credited with shooting down 51 Japanese planes in less than three months of carrier-based Pacific action. It also supported Marine ground troops and was one of the first squadrons to strike at Tokyo.

Decommissioned after the war, the squadron was later assigned to the Marine Air Detachment at Willow Grove.

Combs to Head BuAer

Rear Admiral Thomas S. Combs, USN, becomes Chief of the Bureau of Aeronautics on 1 May, relieving Rear Admiral Alfred M. Pride, USN, who is being ordered to a sea command in May.

The new BuAer chief was formerly Chief of Staff and Aide to the Commander in Chief, Atlantic Fleet. He is a graduate of the U.S. Naval Academy. A naval aviator since 1922, he served as Commander, Aircraft, Southwest Pacific Fleet, and as Commander of Fleet Air



RADM Combs

Wings 10 and 17 during World War II. He also commanded *uss Yorktown* for several months. From 1946 to 1948, he was Deputy Chief of BuAer.

Rear Admiral Pride enlisted in the U.S. Naval Reserve Force in 1917 as a machinist's mate second class. He was appointed to the grade of ensign in 1918. During World War II, he commanded *uss Belleau Wood*. In 1944 he became commandant of the Naval Air Center, 14th Naval District. Rear Admiral Pride was made Chief of BuAer in 1947.

Retired Chief Will Keep an Eye on His Old Boats

Like many old sailors, Martin J. Kelpish, ENC(SS), USN, will stay close to the sea now that he has retired on 30. The veteran CPO who spent 20 of his 30 in submarines plans to keep an eye on the "boats" from his permanent home near the Thames River at New London, Conn., where subs pass daily enroute to local operating areas.

Chief Kelpish took his recruit training at Newport, R. I., in 1920 and later served on board the battleship *Michigan*. Tours of duty



M. J. Kelpish,
ENC(SS)

followed in all types of surface vessels including cruisers, destroyers, submarine tenders and mine sweepers.

During World War II, he completed three war patrols aboard *Haddock* and received a commendation from ComSubPac for his performance of duty which contributed materially to the success of *Haddock's* attacking and sinking three enemy ships.

In a ceremony at New London, base personnel gave him a warm farewell and among those attending were crew members of the submarine *Sea Owl* who took time out while in port to honor a former shipmate and friend.—Daniel R. Reilly, JO2, USN.

Greek Royalty Visit Carrier

Crew members and airmen of the aircraft carrier *USS Franklin D. Roosevelt* (CVB 42) experienced a day of special interest when the king and queen of Greece spent a few hours aboard to watch flight operations off Athens.

King Paul, Queen Fredericka and their young son, accompanied by aides, went aboard the 45,000-ton carrier and proceeded immediately to the bridge. There, they watched activities as the ship moved to sea,

and responded to salutes of U.S. Fleet units in Phaleron Bay.

Later, still within sight of the coast of Greece, the carrier put squadrons of propeller-driven *Corsair* and *Skyraider* fighters into the air. When those planes were launched, 16 jet *Panthers* left the deck in record time. After all planes were in the air and rendezvousing for a mock attack on the ship, the royal party made an inspection tour of the flight deck. In the mock attack which followed, planes came streaking in from

Chief Yeoman Completes 12th Correspondence Course

How many correspondence courses have you completed?

Edward F. Kral, YNC, USN, recently completed his twelfth naval correspondence course in two years, which probably sets some sort of record.

Chief Kral maintained an average grade of 3.87 in the following courses: Navy Regulations, Naval Orientation, Cold Weather Engineering, General Communications, Deck Officer Communications, Seaman'ship, General Course for Aviation Specialists, Disbursing and Naval Travel Instructions, Military Law, Foundations of National Power, Uniform Code of Military Justice, Mission History and Organization of the Civil Engineer Corps.

While many of these courses

have no direct bearing on his duties as a chief yeoman, they will stand Chief Kral in good stead if he should be commissioned.

His enterprise should serve as an incentive for other bluejackets who have thought about taking a course or two but have not yet done so.

Officers' correspondence courses cover professional subjects and are available to officers and CPOs of the Regular Navy or Reserve, on active or inactive duty. Other enlisted personnel who are recommended by their commanding officers as potential officer material may apply for officers' courses.

Applicants meeting the requirements may obtain courses from the Naval Correspondence Course Center at Brooklyn, N. Y.

every point of the compass, crossing the flight deck at low level and at terrific speed.

When the planes were all back aboard, the king and queen congratulated the pilots, and later had lunch aboard the ship. They described the operation as "a magnificent display of mobile striking power."

Marines 'Invade' Virginia

Marines made a full-scale waterborne invasion of the shores north of Fredericksburg, Va., during a 60-hour war problem in invasion tactics.

The maneuver involved reconnaissance and destruction of the Camp Barrett area. It was designed to give experience in the practical application of tactical problems and techniques to newly commissioned second lieutenants and USMCR officers, attending special basic schools, as part of their graduation exercises.

Landing forces included a skeletonized war-strength battalion reinforced by a 105-mm. howitzer battery, a platoon of tanks, an engineer platoon, a tactical air control party, a medical detachment, motor transport platoon and two divisions of F8F aircraft.

Prior to the actual assault, a night amphibious reconnaissance of the landing beach area was made by a reconnaissance platoon in rubber boats.

The landing force advanced inland on foot and by military motor march, meeting "enemy" opposition which consisted of a reinforced rifle company, artillery and two divisions of jet aircraft.

At the close of the problem, student officers planned and executed a tactical withdrawal against "scattered enemy opposition."

Trucks Carry Blimp Cabin

A blimp control cabin doesn't look very big, suspended high in the air under its supporting gas bag, but it's actually a good-sized article. Even when divided into three parts, the control cabin of a Navy blimp is a big thing to move by truck.

But such a Navy item was trucked from Philadelphia to Lakehurst, N. J. As the three trucks prepared to leave the Philadelphia Naval Aircraft Factory with their unusual load, a Navy official cautioned their

drivers. "Take it easy," he said. "That's worth more than a million dollars."

The circuitous 60-mile journey took more than 16 hours, which is about the time it would take a man to walk it. Thirteen of those miles were through Philadelphia streets and occupied a five and one-half hour period from midnight to early morning. Two emergency trucks went ahead to hoist low points in trolley wires to a height of 18 feet. The cabin-carrying trucks crossed the Delaware River at Morrisville, Pa., mingled with forenoon traffic in Trenton and reached Lakehurst at 1615.

The blimp cabin had been at Philadelphia for modification. A blimp of the Mike class—the Navy's largest type—will carry the 131-foot compartment.

Temperature Simulation

Navy mines and torpedoes are undergoing pre-production tests at the big new "temperature simulation chamber" at the Naval Ordnance Laboratory, White Oak, Md.

Thirty feet long, eight feet wide

and eight feet high, the shining, stainless steel room is capable of handling a full size torpedo and subjecting it to temperatures from 200° F to -100° F, with any percent of humidity required.

Members of the test unit, clad in the Navy's arctic clothing, check the case and working parts of the mine or torpedo while other technicians watch through windows made of five layers of thermoplate glass. When satisfied that the mine is in good working order, the eight-foot door is lowered until it is flush with the floor and, as clouds of frosty mist form in the chamber, the mine is plunged into a sea-water tank.

Ice effects are studied to be sure that no ice clogs or stiffened parts would affect the mine's operation when it is dropped from the cold upper atmosphere into the ocean.

Ordnance must be safe for those who handle it and, at the same time, deadly against the enemy. Development of the NOL Environmental Simulation Laboratory enables the Navy to make sure that ordnance will function properly at the front before it is scheduled for mass production.

8 Good Conduct Medals Among Chief's Decorations

When he gets his left sleeve covered with gold hashmarks he'll start on his right, people say of Fred C. Hall, HMC, usn. The chief has been in the Navy long enough, and has served well enough, to rate seven of them — and eight Good Conduct awards.

After growing to young manhood in Louisville, Ky., Hall enlisted in the Navy on 8 July 1921. Since then he has held every rating and rank from apprentice seaman to lieutenant. In all that time, his record has never been marred by any misconduct.

Chief Hall, known as "Doc" or "Pappy" by his shipmates, has served aboard battleships, cruisers, destroyers and repair ships, including some of the old-timers such as *uss Florida* and *uss Mississippi*. He has done duty also in many U.S. naval hospitals in various parts of the world.

The tour of duty the chief likes best to remember is a period of three years he spent with the Nicaraguan army in the early '30s.

Serving as a sublieutenant in the Nicaraguan national guard, he was frequently in full command of a district medical station. At one time, as commanding officer of a guard patrol, he attacked and dispersed a group of armed bandits. In recalling that period, Hall says, "Sometimes for eight or nine months at a time, I didn't see a North American or taste white bread or have a roof over my head or speak a word of English. It was an experience I'll never forget."

For his services to that country, Nicaragua bestowed upon Chief Hall the nation's second highest award—the Nicaraguan Medal of Merit. Besides that medal, the chief wears ribbons representing the following: eight Good Conduct Medals, the American Defense Medal, the Asiatic-Pacific Area Campaign Medal, the American Area Campaign Medal, the World War II Victory Medal, the Occupation Area Clasp, the China Service Medal and the Second Nicaraguan Campaign Medal.

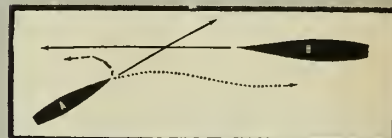
QUIZ AWEIGH

In peacetime, "exclusive emergency service ratings" do not exist in the Regular Navy. However in the advent of a period of national emergency, the exclusive service rating specialty marks would again appear in common use.



1. The mark at the left would be worn by a (a) water chemist (b) welfare and recreation specialist (c) woodsman.

2. The mark at the right would designate a (a) road repairman (b) riveter (c) transportation man.



3. If you were at the helm of vessel A, and thoroughly understood the International Rules of the Road, you would know that to prevent collision (providing you intend to keep underway) you should (a) continue on your original course, since vessel B would be required to slacken speed or come to a stop (b) steer the course indicated by the broken line (c) steer the course indicated by the dotted line.

4. Craft A, having B to starboard, is the (a) "burdened" vessel (b) "privileged" vessel.



5. The man above is spraying anti-fouling paint on (a) underwater mines (b) metallic weather balloons (c) anti-submarine net buoys.

6. If you have guessed correctly on question 5, you should know that these objects are (a) planted to destroy shipping (b) released at sea to estimate wind velocity (c) used to support nets which reach from the surface of the water to the bottom, and sometimes may be more than two miles long.

ANSWERS TO QUIZ ON PAGE 53

150 Years of Service

Observance of the New York Naval Shipyard's 150th anniversary was marked by a large dance, issuance of a special publication, and attendance by national, state, city and industrial leaders.

In planning and publicizing the sesquicentennial celebration, committee members observed that the New York Naval Shipyard has had a part to play in every major military crisis in U.S. history. Included here are the War of 1812, the Civil War, the Spanish-American War, World War I, World War II and the Korean conflict.

Among historically important ships built at the New York Naval Shipyard in the past 150 years are *Fulton*, a 2,000-ton vessel built on plans prepared by Robert Fulton,

and the 74-gun frigate *Ohio*. *Fulton* was the first steamship built in America, and *Ohio*, launched in 1820, was the largest ship built in the U.S. up to that time. Also built at that yard was the battleship *Maine*, of Spanish-American War fame. Some of the battleships and aircraft carriers which figured most prominently in World War II came from the same shipyard.

More than 15,000 civilians are now employed at the N.Y. shipyard. Selected employees prepared a "One Hundred and Fiftieth Anniversary Review" — a publication describing the yard's activities.

History of the New York Naval Shipyard dates back to 1801, when the Navy Department acquired one-fourth of a square mile of land on Wallabout Bay for such a purpose for \$40,000. The property has been

expanded to 290 acres in area—almost twice its original size. More than 300 buildings now stand upon it.

NTC San Diego Wins Trophy

Sports-minded activities in the 11th Naval District have made it a habit to come up with a tooth-and-nail, photo finish battle for the Commandant's Athletic Excellence Trophy, and this season was no exception.

The trophy is awarded on a point basis for participation in 15 sports—basketball, volleyball, softball, baseball, football, touch football, boxing, swimming, track and field, handball, badminton, golf, tennis, table tennis and wrestling.

Fifteen teams competed in the year-long competition, and in the

New Enlisted Man's Club at Kodiak is Set High on a Windy Hill

"Probably the finest in the Navy" is the claim put in for the new enlisted men's club at NOB Kodiak, Alaska. (By Kodiak personnel, that is.)

Officially opened on Christmas Day by the commanding officer in a formal ceremony, the club is just about the biggest "Christmas package" on record. It has 14,000 square feet of floor space, a lounge 30 by 35 feet, a bar 40 feet square, and a large galley.

But size alone isn't the club's sole claim to fame. Other deluxe features are the site and the furnishings.

Built on one of the highest levels of the main naval station, the club affords a magnificent view of Mt. Barometer and Mt. Pyramid on the west. These are two of the highest peaks on Kodiak Island.

Through picture windows on the east is a totally different type of scenery—the shoreline with Woman's Bay, St. Paul's Harbor and the Gulf of Alaska all in view. You can take your pick of scenery—and pull up a chair and enjoy it.

At one end of the 4,200-square-foot dance floor is a huge rubble stone fireplace, one of the largest in either Alaska or the States. It

will take a log seven feet long, and its builder, who specializes in such fireplaces, says he knows of only one larger in the States. That's at Yellowstone National Park.

Tempered masonite floors are featured in the main dancing room and lounge while the entrances, vestibules and the bar have quarry tile floors.

The steam-heated club has interior walls of light knotty pine. Indirect lighting, acoustic tile ceilings and modern lounge furniture and tables are other features.

Ninety-five per cent of the work was done by enlisted men on the base. J. M. Callahan, BMC, was in charge throughout its construction.

Because the club is situated on top of a hill, one of the hardest jobs was installing the steam line. Five men worked at this task for three months, bedding the line in concrete up the 400-foot hillside. So steep was the grade that trucks hauling the concrete had to back downhill to unload, then be pulled back up by caterpillar. Concrete was poured in small sections only, to prevent its running back.

Although the club has a civilian manager, an enlisted recreation committee makes up the house rules and schedules such activities as dances, special parties and weekly bingo games.—J. W. Edgerton, GMTI, USNR.



ENJOYING the rough-cut beauty of their new club, EMs and their dates sit before the huge fireplace. Club was built mostly by sailors themselves.

home stretch the race narrowed down to a battle between the Naval Training Center, San Diego, Calif., and the Naval Air Station, San Diego, Calif. The final tally of points showed NTC San Diego to be the winner with a total of 400.17 points, beating out NAS San Diego by the hairline margin of one and one-half points.

Off-Duty Hunting in Korea

Hunting in Korea usually means a sharp-eyed infantry patrol stalking enemy troops, but a group of sailors from USS *Mount McKinley* (AGC 7) found time to spend a few hours at a more pleasurable type of hunting—for ducks and geese.

During a short recreation period in Korea, Edward L. Glover, QMC USN, and three of his shipmates borrowed a small landing craft, obtained 12-gauge shotguns and cruised down a river west southwest of Pusan. The area was reportedly swarming with waterfowl, and it wasn't long before things began popping.

Rounding a bend in the river, the sailors scared up a tremendous flock of ducks and geese. The morning air was suddenly alive with quacking and honking, and the roar of shotguns. Several ducks hit the water, but the wily geese got away. Shortly afterwards a flock of swans cruised over, and again the sailors opened fire. Three swans were downed.

Chief Glover bagged the largest swan—a beauty weighing 25 pounds and with a seven-foot wing spread. Back on board *Mount McKinley* that evening, the group feasted on special rations—roast duck and swan meat sandwiches, prepared to perfection by Charles Getgen, CS3, USN.

The feasters revealed the swan sandwiches were delicious. "They tasted just like turkey, except they were a little dryer," says Chief Glover.

Mount McKinley, serving as an amphibious flagship, participated in all four Korean amphibious operations.—R. F. Raymond, RMN3, USNR.

Sailors Entertain Patients

Sailors and Waves at Quarters "K" in Washington, D. C., are putting their nearness to the National Naval Medical Center, Bethesda, Md., to good use by entertaining the patients there.

Communications technicians become tap-dancers and gagsters when



TOUCH FOOTBALL is played by men of USS *Mt. McKinley* (AGC 7) on a field in Pusan, Korea. This game was one of an elimination series among 22 teams.

they report for duty at one of the Bethesda wards. A Wave seaman gives with the vocalization; a chief yeoman proves as adept at pushing piano keys as at a pounding a typewriter. A couple of other Navy folks make a pair of guitars talk like only a well handled guitar can talk when it's tickled.

The patients appreciate it, and make their appreciation known. They appreciate a little assistance in pushing back rough memories and forgetting pain. And the Quar-

ters "K" people who have the talent for the job enjoy doing what they can for the boys at Bethesda.

Everybody Wins at Sports Show

Sailors on duty in Yokosuka, Japan, are being treated to a unique weekly show at the Fleet gymnasium. Everybody wins something.

The gala affair gets started with a Navy band playing a popular concert. This is followed by a one-half hour show, featuring singers, dancers, jugglers and judo matches. On occasion, a group known as the Tokyo Rose Swing Group provides musical entertainment.

Attended by a large number of naval personnel, as well as escorted Japanese nationals, the big show is immensely popular. "Practically everyone feels there is some form of entertainment they have talent in," explained an official. "This show gives them an opportunity to work before friendly audiences. It's surprising how many sailors are good showmen. Everybody has fun."

Feature of the show is the boxing matches. Usually six bouts are scheduled, with sailors from local activities taking part. Small prizes are given to both winners and losers to insure spirited competition. In addition, fans at the show—usually about 3,000 persons attend—are given free cigars, cigarettes, hot dogs and soft drinks. Admission to the fights is free.—Felix B. Grosso, JO1, USN.



HARD DRIVING Marv Meyer, mainstay of unbeaten San Juan NavSta team, drops in a two-handed lay-up.

SIDELINE STRATEGY



NAS Norfolk turned up with a sharp-shooting Wave basketball team this past season. One of their players, Estelle St. Clair, massed an eyebrow-raising total of points. In one game against Camp Lejeune's lady Marines, the hot-handed Wave poured in 33 points—more than scored by the entire opposing team.

Experts claim that foul shooting is the most important single factor in winning or losing basketball games. If so, then several West Coast quintets should be sitting pretty with their collection of dead eyes on the free throw line. In a recent YMCA national free throw contest, quintets from two outfits—NTC San Diego and AirPac — averaged 90 buckets out of 100 attempts. Bill Jeffries, of the NTC five, cracked the national free throw record by racking up 96 baskets out of 100 tries.

Although they didn't exactly follow conventional rules for landing big game fish, Henry Shutt, RMSN, usn, and James Cullinan, SN, usn, doggedly battled a whopper until they had it licked. The two sailors were lobster fishing off a Key West, Fla., pier when Shutt felt a tug on a fishing line he had dropped in the water. Deciding to land his prize without telling his partner, Shutt began pulling the fish in, discovered it could pull harder than

he could. He yelled for help and the two seamen grunted and tugged until the big fish was near the pier. Then it angrily dived and wrapped the line around a piling. Cullinan got a long spear, jabbed at the creature until it unwound and freed the line. Eventually they got the monster to the surface, but couldn't get it out of the water. Reinforcements in the form of half a dozen other sailors rushed up, and a lasso was dropped over the thrashing fish. Finally, the exhausted men got their prize—a giant iewfish—on deck. It weighed 250 pounds.

Around the Navy . . . After their best season in years, MCRD Parris Island, S. C., announced its hoop squad was "the South's number one service basketball team." They compiled an average of 73.4 points per game for their first 41 games, winning 37 of them . . . Navy pugilists gathered in three titles at the Northeastern Interservice boxing tournament, which was won by the Air Force. . . . The Naval Amphibious Base, Coronado, Calif., has acquired a speedy trackman in Warren Walton, SA, USN, who covers 100 yards in 9:6 seconds. . . . Chief Sam Baris, PacFlt's lighthheavy wrestling champ with 20 years of mat activity behind him, was named on an honorary All-American wrestling team for 1950. —Earl Smith, JOC, USN, ALL HANDS Sports Editor.

It's the Brushing That Counts

Every so often the Navy has to operate in a killjoy role. A while back tests at NTC Great Lakes, Ill., exploded the proposition that antihistamine drugs assisted materially in preventing or curing colds (ALL HANDS, September 1950, p. 38). Now the Dental Research Activity at Great Lakes has loosed another salvo neatly bracketing if not sinking the idea that ammoniated toothpaste or toothpowder will check dental decay.

Of a group of 20 men over a three-months period, 10 used ammoniated dentifrice and 10 brushed their teeth according to their own inclinations. Both groups ate at the same mess hall and their water supply was the same. At the end of that time no significant difference was noted in the lactobacilli counts (number of mouth bacilli forming lactic acid, which produces decay) of the groups.

Bear in mind it's not maintained that ammoniated toothpaste will hurt you any, if you like to use it—it may help a little bit. And Great Lakes tests did not involve the use of ammoniated mouth washes after brushing the teeth.

The tests came about because the Navy was considering buying ammoniated tooth powders and pastes for free issue to naval personnel, hoping to profit by reducing costs for dental care throughout the naval establishment. To investigate whether the investment would be profitable, the Office of Naval Research contracted for a study of the matter by a Western Reserve University scientist.

The report of tests by Dr. S. Pearlman of Western Reserve came back with the conclusion that too many factors were involved in dental decay to substantiate the claims for ammoniated dentrifrices, and the Navy followed up his report with the tests at Great Lakes. Because the Navy went to the trouble of checking before buying ammoniated dentrifrices on a wide scale and before reducing routine clinical treatment, a saving of \$1,858,099 resulted, according to Navy estimates. (Cost for oral research on 23 Office of Naval Research projects in four years has been only \$407,000.)

All in all, there's no reliable substitute yet for just plain vigorous brushing, plus the routine clinical treatment that the Navy now gives you.

THE BULLETIN BOARD

Service-Wide Competitive PO Advancement Exams to Be Held in July

Service-wide competitive examinations for advancement to first, second and third class PO rates will be held on the second, third and fourth Tuesdays in July, except where movements or operations of certain units make another day mandatory.

Here is who may compete for advancement to pay grade E-4, E-5, and E-6 rates: Regular Navy personnel, and Naval Reservists on active duty with the Regular Navy, who are eligible and recommended in accordance with current directives and will have fulfilled all service requirements by 16 Oct 1951.

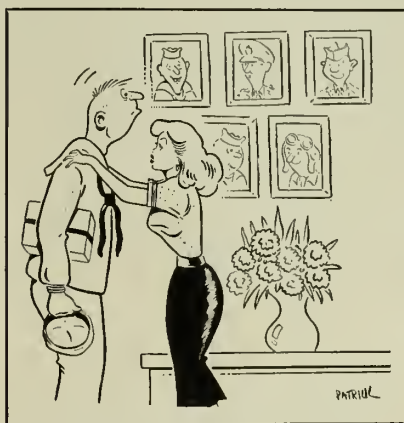
The date of 16 Oct 1950 is considered as the effective date for all advancements to pay-grades E-4 and E-5 which occurred as the result of the July 1950 service-wide examinations. This is specified for purposes of determining eligibility and the multiple computation for advancement, regardless of the actual date when last advancement took place,

Radio Hams in Little Creek

At Little Creek, Va., a group of "radio hams" are giving the sailors a chance to talk long distance, person-to-person, free of charge.

At last report, the amateur station—Station W4OYL—could carry to U.S. points from Maine to Florida and as far west as the Rockies. A proposed new antenna was expected to give it world-circling powers.

To the men who run the spare-time station, frequent broadcasts afford a chance to retain their standing as practicing amateurs. To naval personnel in the vicinity, they provide an opportunity to keep in touch with loved ones far away. Friendly "hams" at points all over the eastern two-thirds of the U.S. cooperate in arranging personal conversations via the radio waves. They gladly offer use of their facilities to people at their end of the line.



"You don't know how lonesome I've been"

if advancement was the result of the July 1950 exam.

Here are some "non-routine" groups who will be affected by the forthcoming examination, if eligible and recommended for such advancement in accordance with current directives:

- Members of the Regular Navy who enlisted or reenlisted in pay grades lower than in which previously discharged for the purpose of competing for their old pay grade.
- FCs interested in an equal pay-grade change from fire controlman to fire control technician, or in a concurrent change in rating from FC to FT and advancement to the next higher pay grade.
- Reservists who reported for full active military service on or before 16 Oct 1950 and who wish to compete for qualification to enlist or reenlist in the Regular Navy for service in the pay-grade in which discharged from the Naval Reserve.

Personnel may not be recommended for advancement to rates other than those for which they are eligible. If an individual is in training for a rate to which he is not currently eligible to be advanced, the necessary change in rate, rating or rating symbol must be authorized and put into effect before the individual can be recommended or nominated to compete in the examination. An exception exists in the

case of FCs changing to FT and competing for advancement concurrently.

Regular Navy personnel may compete for advancement in general service ratings only. Reservists may compete for the following:

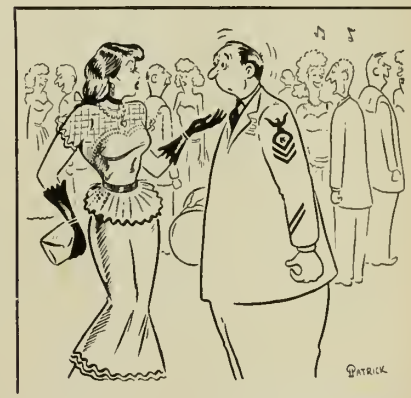
- Advancement in emergency service ratings in the Naval Reserve.
- Concurrent advancement in emergency service rating and qualification for enlistment or reenlistment in the Regular Navy in equivalent general service rating.
- For enlistment or reenlistment in the Regular Navy in present pay-grade, in appropriate general service rating.

Because of the numerous transfers in progress at present, personnel in a transient status who have been nominated by a previous CO may take the examination. They must be aboard government ships or stations when the appropriate examinations are held.

Precise dates when examinations will be held are as follows:

- For pay-grade E-4—10 July 1951.
- For pay-grade E-5—17 July 1951.
- For pay-grade E-6—24 July 1951.

Complete information about these examinations is contained in BuPer's Circ. Ltr. 23-51 (NDB, 15 Feb 1951).



"So when the ship's back in the Fleet, what do you do with the mothballs?"

WAY BACK WHEN

The Oldest Flag

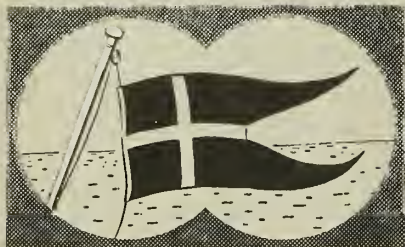
A sailor on lookout spies an approaching vessel. With his binoculars he makes out a swallow-tailed ensign of red field with large horizontal white cross. "I wonder what ship that is?" he remarks to a shipmate. "Why that," knowingly replies his more experienced seafaring friend, "that is a Danish ship."

However, the most significant and seldom-realized fact is that both men are gazing upon the "Donnebrog" of Denmark, which, without doubt, is the oldest national

emblem in existence.

According to legend, it was in the year 1219 during the "Battle of Reval" that the Danish King Waldemar II was hard-pressed in keeping his troops together in the face of continual attacks by Esthonian pagans against whom the king was waging a crusade. It is said that suddenly Waldemar (later to become known as Valdemar the Victorious) saw a great white cross in the sky, and thus acquired strength to defeat his enemies. Taking this as a celestial answer to his prayers, the king adopted the design of the cross as the Danish flag, and it comes down to us today in its unchanged form.

Another version of the legend is that a white cross fell from the heavens before Waldemar during the battle. But whatever the legendary interpretation, there is unquestioned, factual evidence that this same flag has been in continual existence since the 13th century.



VA Hospitals to Get Servicemen Not Expected to Return to Duty

Servicemen whose disabilities are expected to prevent their return to active duty will be sent to Veterans Administration hospitals for treatment and rehabilitation on the same basis as veterans with service-connected disabilities.

Under the new plan, such patients will still be able to return to active duty after treatment, if they desire to do so and are acceptable to the armed forces.

Types of cases included are those involving severe injuries to the nervous system, the blind and the deaf,

major amputees, certain neuropsychiatric patients and those requiring extensive plastic surgery.

Each case will be considered on an individual basis with the welfare of the patient as the prime factor.

As the care of such patients is put under one organization, the duplication of critical medical personnel and facilities by each branch of the armed forces will be avoided.

2 Members of Family Need Not Serve in Same Ship

When two or more members of one family are serving on board the same ship, the Navy will consider requests for transfers so that the family members may be dispersed.

In a statement to the Secretaries of the Navy, Army and Air Force, the Secretary of Defense said, "Requests for assignment to different units from male members of the same immediate family on active duty will be favorably considered, providing there are no overriding military needs for their retention in the same unit."

Especially when operating in a combat zone, it is pointed out, there is an advantage in separating members of individual families.

Clothing Allowances Get Boost to Compensate for The Increase In Prices

To compensate for necessary increases in clothing and small stores prices, enlisted men's clothing allowances have been revised. The effective date was 1 Mar 1951.

The change, both in clothing prices and clothing allowances, were announced in Alnav 15-51 (NDB, 28 Feb 1951). The directive pertains only to enlisted men.

Increased allowances are as follows:

- The initial clothing monetary allowance for enlisted men of the Regular Navy and Naval Reserve is increased from \$118.35 to \$254.75.

The clothing issued in the bag was increased by one pair of low black shoes, two cotton undershirts and two cotton drawers.

- The enlisted men's monthly maintenance allowances (as applicable to the initial clothing monetary allowance) are increased from \$4.20 to \$7.20 for the standard maintenance allowance and from \$3.60 to \$5.10 for the basic maintenance allowance.

These allowances are for the purpose of providing all replacement clothing required for enlisted men of the Navy at government expense. Previously, maintenance allowances commenced six months after issue of the initial clothing outfit. Now, entitlement to the maintenance allowance starts immediately, with no reduction in the amount from that previously set to begin at the end of a six months' period.

- The monthly maintenance allowances (as currently applicable to the special initial clothing monetary allowance) are increased from \$6.60 to \$8.40 for the standard maintenance allowance and from \$6.00 to \$7.20 for the basic maintenance allowance.

The special initial clothing monetary allowance is defined as the amount payable to "enlisted members who are required to wear individual clothing of a type (other than special dress uniforms) not customarily required for the majority of enlisted personnel of the Navy."

This pertains to many categories of personnel, these categories being defined in detail in the Bureau of



"And who said I signalled?"

Supplies and Accounts Manual. One of the categories eligible for the special initial monetary allowance is that of enlisted men upon advancement to chief petty officer. Another category is enlisted men upon assignment to the Navy Band or Naval Academy Band. (No "double" payments are made. A chief being assigned to a band, or a band member advancing to chief, will not receive a second special initial clothing monetary allowance.)

If the person is advanced to CPO or assigned to band duty more than 30 days after the enlistment date or reporting for duty, he receives \$250 as a special initial clothing allowance. This figure is unchanged.

One other revision in allowances was made by Alnav 15-51. Personnel who qualified for an initial clothing monetary allowance before 1 Mar 1951 (the effective date of the directive) and who had not received the full amount by that date, will receive the remainder plus an additional amount. This amount is \$1.06 additional on every dollar of the unpaid amount. (That is, the unpaid balance multiplied by \$1.06.)

Rising costs are directly responsible for the increased prices on clothing and small stores items, particularly in wool fabrics and leather. Raw wool prices have increased approximately 200 per cent in recent months. Cotton and leather have also made unprecedented rises in prices.

Enrollments on the Upswing In Correspondence Courses

Enrollments in the Navy's correspondence course program are on the upswing. During the last three months of 1950, a net increase of over 5,000 participants is shown, bringing the total to 58,881. Of this figure, 51,603 are officers.

Most of the enrollments are at the Naval Correspondence Course Center, Brooklyn, N.Y., which now has a total of 53,341. Courses at the Bureau of Medicine and Surgery, the Naval Intelligence School—both at Washington, D.C.—and the Naval War College, Newport, R.I., also show increases in enrollment while the Naval Submarine School, New London, Conn., reports a slight decrease.

Personnel from all branches of the armed forces are participating.

Dream of Northwest Passage May Become a Reality

A body of icy ocean water, north of Canada, may become the "Northwest Passage" — the "impossible" dream of four centuries ago.

Scientists of the Navy's Hydrographic Office believe that in certain years strong-hulled vessels may be able to push their way through the narrow body of ice-infested sea water above continental Canada on a route that will connect the Atlantic and Pacific Oceans.

Until recently, the navigable period was believed to begin in July and end in August. Sea ice observations and studies show that "puddles"—pools of melted ice water which develop on the sea ice surface—act as an index to the length of the navigable period in the Passage and, under favorable conditions, this navigable period is extended about six weeks beyond the middle of August. Although the ice is no longer melted by the sun's rays after this time, the "puddles"

themselves continue to absorb solar energy, causing the ice to continue to melt.

Weather also plays an important role. Sometimes during October, November and December, certain weather conditions delay the development of sea ice. When this occurs, the sea ice has a high salt content, causing it to "rot" earlier than usual during the late spring months, thus bringing about what the Danes call a "light year."

The determination of these two factors—the "puddling" process and the seasonal character of the ice—can foretell whether one or two months will be added to the ice disintegration period and thus permit navigation through the Passage. Such an achievement has both military and commercial import.

Canadians, aboard *Saint Roch*, have made the trip twice—once in about 27 months and once in a little more than 60 days.



Four Enlisted Men Serve In 2 Subs Named Grenadier

When a certain new submarine, *uss Grenadier* (SS 525), was commissioned at the Boston Navy Yard, she had in her crew four enlisted men who felt that now they really had come back home. Their new ship has the same name as one in which they had served a long time ago.

In April 1943, these four were crew members of the submarine *uss Grenadier* (SS 210). On the 21st of that month, the sub ran into severe enemy surface and air action in the northeast Indian Ocean. She was so heavily damaged that her crew sank the ship on orders from the CO, and

in turn they were all taken prisoner.

There followed 882 days in Japanese prison camps for the captain and his crew. Almost all survived, and were released from confinement at the end of the war. The four mentioned were among the survivors, and now the currents of their naval careers have taken them aboard a new *Grenadier* for duty. They are: Joseph A. Minton, QMC, usn, Riley H. Key-sor, TMC, usn, Charles E. Johnson, EMC, usn, and Charles Roskell, ENC, usn.

The new *Grenadier* displaces 1,570 tons, 40 more than did her predecessor. She was more than four years under construction, her keel having been laid 8 Feb 1944.

Here Are Provisions in Effect for Ordering USNRs to Active Duty

Considerations of the Bureau of Naval Personnel in involuntarily ordering Naval Reserve officers to active duty and accepting the requests of Reserve officers who volunteer for active duty are explained below.

These are the procedures in effect as of February 1951. Future requirements of the Naval service may require some modification. The provisions cover the vast majority of cases, but some exceptions to the general rule are necessary.

A breakdown of the provisions, by categories, is:

General Line

Needs of the service are being filled from four groups: (1) from those who volunteer their services and are accepted for active naval service; (2) from those in the Organized Reserve; (3) from a group comprised of members of the Volunteer Reserve who are in a "drill pay" status (i.e. undergoing training associated with the Organized Reserve and receiving pay), officers who received some of their education in the V-12 program during World War II and who have had little or no active naval service, graduates of the Merchant Marine Academies of or subsequent to the class of 1944 and who are not following the sea as a profession, and resignees of the Naval Academy classes subsequent to the class of 1944; (4) from the Volunteer Reserve pool.

Persons who applied for and have been transferred to the Volunteer Reserve from the Organized Reserve or the "drill pay" status of the Volunteer Reserve subsequent to the out-

Bainbridge to Open Soon; Capacity 20,000 Recruits

Recruit training is expected to begin at the Naval Training Center, Bainbridge, Md., sometime in April.

Recommissioned in February, the World War II training center is being readied for an eventual capacity of 20,000 recruits. The present schedule calls for 500 recruits for each of the first four weeks and 1,000 per week thereafter until 30 June 1951.

break of the Korean conflict, are still considered in those groups when under consideration for orders.

On the other hand, Naval Reserve personnel transferred to or enlisted in the Organized Reserve after 15 Oct 1950, are not given priority of involuntary receipt of orders currently in effect for Organized Reservists. Such personnel are considered liable only to the same degree as members of the Volunteer Reserve possessing similar qualifications.

Volunteering For Active Naval Service—Requests for active naval service should not specify any particular billet or job due to the limitations imposed. Requests should be submitted to the Bureau of Naval Personnel as near as possible to the date that the officer will be available for active naval service—for example, two months. However, applicants are not barred from submitting requests further in advance.

Involuntary Receipt of Orders—While in the past most of the needs of the service have been filled from officers in the Organized Reserve and those in a "drill pay" status of the Volunteer Reserve, it is now necessary to utilize categories of the Volunteer Reserve pool.

Captains and Commanders—There have been limited requirements for officers in the grades of captain and commander. However, it is anticipated that the requirements in these grades will increase. Those who have been ordered to active naval service, have, in general, been specialists.

The desired ages for volunteers in the grades of captain and commander are under 50 years and un-

der 45 years, respectively. Exceptions are made, however, for officers who have required specialties.

Lieutenant Commanders—Needed are executive officers for destroyers, commanding officers of minesweepers, communicators, heads of departments on cruisers and carriers, flag secretaries, electronic experts, all types of officers for staff duties particularly on staffs of amphibious and mine warfare commanders.

Not needed at this time in the grade of lieutenant commander are engineering officers for auxiliary ships, PT boat officers, armed guard officers, civil readjustment personnel, officers whose experience is limited to small seagoing ships such as subchasers, patrol craft, landing craft, minesweepers (other than as commanding officers), and public information officers.

The desired age limits for volunteers is under 40 years for duties afloat, on staff and for duties ashore. The Volunteer Reserve pool maximum age is normally 35 years for officers who will involuntarily be ordered to active naval service.

Lieutenant commanders with a date of rank prior to 20 July 1945, are not particularly desired.

Lieutenants—Needed are officers for sea duties including qualified destroyer department heads for operations, engineering and damage control; for large combatant ships in gunnery, main propulsion, communications and first lieutenant departments; and for large auxiliaries such as transports. Also needed are CIC officers, antisubmarine warfare instructors, antisubmarine warfare officers, air interceptor instructors, qualified air control officers, photogrammetrists, officers well qualified in nets and booms, officers qualified in the electronics phase of harbor defense, all electronics specialists, and mine and mining experts other than mine sweeping. In addition, there are vacancies in special science programs for officers with high technical knowledge and training in physics, chemistry and electronics.

Not needed in the grade of lieutenant are officers whose experience is limited to small amphibious ships (unless they are qualified for command of LSTs and LSMs); PT boat



"Says he won't speak to anyone but Big Chief."

officers; officers whose experience is limited to small landing craft; lawyers for duty as lawyers; armed guard officers; and public information officers.

The preferred age of lieutenants is under 38, for duty as commanding officers and for other duties afloat or ashore. In general, lieutenants more than 40 years of age are not being accepted as volunteers. The cut-off age for issuing orders to members of the Volunteer Reserve pool for involuntary service is 32.

Lieutenants with a date of rank junior to 1 Nov 1945 are desired for the department head billets on destroyers. Officers whose date of rank is junior to 1 Aug 1944, are preferred for duties as commanding officers of smaller ships. In general, lieutenants whose date of rank is junior to 1946 are preferred for other duties as they can more readily be placed in an "under-study" status.

Lieutenants (junior grade) and Ensigns—Officers qualified for sea duty are greatly in demand, with the exception of PT boat officers.

The desired age for volunteers is under 35. Lieutenants (junior grade) in the Volunteer Reserve will probably not receive orders involuntarily if they are more than 28 years old.

Warrant officers—No more volunteers are required. No warrant officers have been involuntarily ordered into active naval service and it is not contemplated that this will be necessary.

Women officers—Wave officers are just beginning to be involuntarily ordered into active naval service. Orders will go to those in the Organized Reserve and to members of the Volunteer Reserve in a "drill pay" status.

Needed are ensigns, lieutenant (junior grade) and lieutenants, in general, below 40 years of age. Most needs are for communication, administrative and personnel officers.

No Wave officers ordered to active duty are being sent to overseas assignments.

Aviators—No aviators are being issued orders for duty in a flying status if they have been off active duty for more than 18 months as there are no retraining facilities available. Specialists are not covered by this restriction, however.

Volunteers are desired from avia-

Stateside Guard Duty Sometimes Gets Lively

Guard duty at a stateside air station can be mighty dead duty for a Marine, and sometimes is. But not always.

Take the case of Private First Class Crawford M. Allman, who was walking his posts in a military manner at Marine Corps Air Station, Cherry Point, N.C. It was night, and the aircraft parking area where the leatherneck was posted was a restricted area. Nobody but Allman should have been around, but apparently somebody was.

There were strange shadows moving among the parked planes.

But each time the sentry approached, the things making the shadows scurried away.

Allman called the corporal of the guard, as all sentries should when things get too mysterious.

The corporal of the guard came streaking into sight, his jeep's headlights funneling illumination far ahead of him. The lights caught the intruders flat-footed, and for a moment they could only stare in bewilderment.

That was long enough for the sentry and the corporal to "get the goods on them." The prowlers had no identification, no special passes, no clothes. No one could blame them for fleeing in disorder as soon as they could collect their wits. It was an embarrassed but relieved sentry who watched four units of tasty-looking venison disappear.

The corporal of the guard got out his report book.

"Four loyal American deer," he wrote. "Threat to U.S. security: none."



tion ground officers qualified in CIC, air intelligence, law and personnel administration. The majority of the billets are in the rank of lieutenant and below, but a limited number of lieutenant commanders are now required.

Aviators not currently attached to carrier or patrol Organized Squadrons who have been released from active naval service in the past 18 months are encouraged also to volunteer for active naval service involving flying. Other aviators who were released prior to June 1949 are requested to volunteer for active naval service in the aeronautic organization in a ground status stating a preference for one of the needed categories enumerated above.

In general, the following ages are being used as the maximum acceptable for officers in both flying and non-flying status; lieutenant com-

manders 44, lieutenants 36 and lieutenants (junior grade) 32.

Submarine program—Officers are needed in the grades of lieutenant and below and under 35 years of age. Officers fully qualified in submarines should be lieutenants with date of rank of 1 Aug 1946 and any officers junior to this; officers qualified SG are desired in the grade of lieutenant with date of rank of 1 Jan 1950 and any officers junior; while officers qualified SP are desired with a grade of Lieutenant (junior grade) with date of rank of 1 Jan 1947 and any officer junior to this.

Supply Corps

Only a few Supply Corps Officers are being involuntarily ordered into active naval service on a "selective" basis to meet the needs of the service.

Applications for the Supply Corps

active duty program are no longer being accepted, as of 15 March, it was announced.

Civil Engineer Corps

Orders are being issued to following groups, respectively, those who volunteer, those in the Organized Reserve, and those in the Volunteer Reserve “drill pay” status. It is not intended to dip into the Volunteer Reserve pool.

The greatest need is for lieutenants (junior grade). Lieutenant commanders and lieutenants are being given orders in categories of Organized Reserve and Volunteer Reserve "drill pay" status. Very few commanders are receiving orders.

Volunteers are needed in the grades of lieutenant commander and lieutenant with the principle demands being for public works experience at shore stations and contract experience. More than enough applications are being received from warrants, although a few machinists are desired.

Chaplain Corps

At this time the Navy is not issuing any orders involuntarily ordering officers of the Chaplain Corps to active naval service. However, they are ordering volunteers on a "selective" basis in the grades of lieutenant and lieutenant (junior grade).

Dental and Medical Corps

Officers are being ordered to active naval service in accordance with priority categories established by the Secretary of Defense.

Medical Service Corps

Officers desiring active duty should request to be called and such requests will be given consideration. Certain specialized classifications are needed. In general, requests are desired from younger officers.

Only a very limited number of officers will be issued orders involuntarily. These will go to officers holding commissions in the Allied Medical Science Group in the categories of bacteriology, public health and sanitation, physiology and psychology. No officers are required in the groups of Supplies and Administration, Optometry and Pharmacy.

Nurse Corps

Orders have, in general, been issued on an involuntary basis to those



"No, nothing special . . . Come on over, Bob."

under 40 years of age, but in the near future the age limit may have to be raised.

No nurses who were known to have been married have been ordered involuntarily although married nurses may volunteer for active naval service. No nurses with dependents under 18 years of age, regardless of status, will be accepted.

Volunteers are desired with no age limitations having been set.

School for Seabee Reserves Opens at Great Lakes, Ill.

A new Construction Battalion Reserve school at Great Lakes, Ill., is now convening each three weeks, with an enrollment of approximately 12 officers and 120 enlisted men.

Students from both the Volunteer Reserve and the Organized Reserve are attending the two-week course. Officers are of the Civil Engineer Corps and the enlisted men are Seabees. The teaching staff consists of two officers and six enlisted men.

The school trains Naval Reserve enlisted men in the construction specializations of the following Construction Group VIII ratings: steelworker, construction driver, construction electrician's mate, utilities man, surveyor, builder and construction mechanic. It trains Naval Reserve Civil Engineer Corps officers in their administrative, technical and engineering specializations.

Also, the school gives Naval Reserve Seabee enlisted personnel an opportunity to get "checked-out" in the practical factors needed for advancement in rating. And it provides special courses as directed by the Chief of Naval Personnel to meet the requirements of the Navy, Naval Reserve and other branches of the armed forces.

Broken-Service Personnel May Compete for Advance To Rate Previously Held

Regular Navy enlisted personnel who enlisted or reenlisted in a pay grade lower than that held when previously discharged are being given the opportunity to compete for readvancement to their old pay grade. The program applies to personnel who reenlisted under broken-service conditions and to certain ex-Reservists who enlisted in the Regular Navy in a lower pay grade than that held when discharged from USNR.

To be eligible for the program enlisted personnel must:

- Have enlisted or reenlisted in the Regular Navy, subsequent to 15 Aug 1945, in a pay grade lower than that in which discharged from the preceding enlistment. (Previous enlistment could have been either in Regular Navy or Naval Reserve.) Exception: Personnel who were discharged in ratings which are now included in the Navy rating structure only as exclusive emergency service ratings may be advanced only in the normal manner prescribed by BuPers Circ. Ltr. 12-50 (NDB, 31 Jan 1950).

- Not have been readvanced to the pay grade in which previously discharged.

- Be recommended by their commanding officer for readvancement from presently held rating to the pay grade in which previously discharged.

- Be found professionally qualified for readvancement by successful completion of a regularly scheduled service-wide competitive examination.

- Fulfill all the requirements for advancement prescribed by BuPers Circ. Ltr. 12-50 except for service requirements.

• For example, if a man was discharged as a BMC late in 1945 and reenlisted in the Regular Navy as a BM3 in 1950, and currently holds that rate, when the next regularly scheduled CPO exams are held he may take the regular BMCA exams and—depending on his competitive score and the needs of the service—be advanced from BM3 to BMCA-(T). If he has been advanced to BM2 or BM1 since reenlisting, he

will still be eligible to take the BMCA exam.

The number of individuals readvanced under this program will be limited by the needs of the Navy. In the event that more individuals are fully qualified for readvancement to their old pay grades than can be absorbed in the Navy rating structure, or without exceeding budgetary limitations, only an appropriate number—those with the highest competitive scores—will be readvanced.

In those ratings in which the Navy already is up to or in excess of requirements, only a limited number of readvancements will be permitted. However, those men who fully qualify for readvancement to their old ratings—but whose advancements cannot be effected because no vacancies exist in that pay grade—will be advanced to the highest pay grade in their rating in which vacancies do exist.

In other words, if an ex-BMC who is now a BM3 passes the exam for BMCA and no vacancies exist in that pay grade, he will be advanced to BM1(T) or BM2(T) if vacancies exist in either of these pay grades. (The rating of boatswain's mate is used here only as an example.)

Essay on National Security Wins First Prize of \$1,500

An essay entitled "National Security and Military Policy" took a first prize of \$1,500 in the latest United States Naval Institute General Essay Contest. The essay appeared in the March issue of the United States Naval Institute Proceedings.

In addition to the cash prize, the essay's author will also receive a gold medal and a life membership in the U.S. Naval Institute. The author, Lieutenant Commander Ralph E. Williams, SC, USN, received the cash prize during the 1951 annual meeting of the U.S. Naval Institute.

Lieutenant Commander Williams is a Texan, hailing from Pecos. He has been in the Navy since June 1941.

Deadline for entering the current Naval Institute General Essay Contest is 31 Dec 1951. The general contest is open to anyone, anywhere.

Here's Where to Write for Pamphlet on Overseas Base

If you need one of the BuPers pamphlets mentioned in our 1951 overseas housing roundup (ALL HANDS, February 1951, p. 38), you will be interested in the new address to be used in writing. Requests for the pamphlets, specifying the name of the base, should now be addressed to the Chief of Naval Personnel (Pers-G212), Navy Department, Washington 25, D.C. The change is in the "Pers-number."

Personnel affected by this program will be given only one opportunity to requalify for their old pay grades. Individuals who fail to be selected for readvancement to pay grade E-4, E-5, and E-6 as the result of the July 1951 service-wide competitive exams, or to pay grade E-7 as the result of the next regularly scheduled CPO examinations, will be advanced thereafter in the normal manner only, and will be required to meet all requirements.

All advancements effected under this program will be temporary, and subject to the policy on "temporary ratings" outlined in BuPers Circ. Ltr. 181-50 (NDB, 15 Nov 1950).

The new program was announced by BuPers Circ. Ltr. 9-51 (NDB, 31 Jan 1951).

Line Officers, 30 and Under, Needed for Duty with UDTs

Underwater demolition teams in the Atlantic and Pacific need qualified Regular Navy and Naval Reserve officers in the rank of lieutenant commander, lieutenant, lieutenant (junior grade) and ensign, according to BuPers Circ. Ltr. No. 15-51 (NDB, 15 Feb 1951).

Applicants must be line officers, not over 30 years old, who meet the requirements set forth in Article C-7306, BuPers Manual. A medical officer's statement, certifying the candidate's physical fitness as required by paragraph 21133, BuMed Manual, 1945, must accompany each application. Officers apply to Chief of Naval Personnel; Pers B1114.

Further information about UDT duty will be found in BuPers Circ. Ltr. No. 3-51 (NDB, 15 Jan 1951).

Naval Bases at New London, Hawaii Both Have Critical Shortage of Good Housing

Two more areas report critical housing shortages for naval personnel. The latest additions to the growing list are:

- *New London, Conn.*—There is an acute shortage of housing in this area and industrial expansion will add to the problem during the next few years.

Each of the four major housing projects has a long waiting list. Houses and apartments, unfurnished and furnished, vary in rent from about \$45 to \$125 per month. Two-bedroom summer houses can be rented furnished during the winter months for \$70 or more, monthly.

The New London Submarine Base provides 30-day "transient housing" for both officers and enlisted men. There is a waiting list for these furnished units which rent for \$1 per day for enlisted and \$1.50 per day for officer personnel.

A list of available housing is maintained by the Chaplain's office.

Make arrangements before you go.

- *Oahu, T.H.*—Personnel assigned to this part of the 14th Naval District must have certification of Navy housing or a legitimate civilian address before they can obtain government transportation for dependents.

At the present time, officers are waiting about eight months for unfurnished rental quarters. Enlisted personnel get assigned to quonsets after waiting six months. These are public quarters, however, and BAQ must be forfeited.

High rents are the rule in Honolulu, usually amounting to over \$100 for adequate housing. Sometimes it takes more than a month to find a suitable location. Meanwhile, newcomers must pay about \$10 per day for hotel rooms.



"Hagley, transfer yourself immediately."

Three Navy Petty Officers Get First Spot Advancements Given In Korean Action

In the first instance of its kind since World War II, three Navy men—two hospital corpsmen and a dental technician—were awarded meritorious advancements in rating. The basis for their advancement was their outstanding performance of duty in the face of hostile action in Korea.

Advanced to HM2 were Jeffrey L. Coghorn, HM3, USN, and Norman R. Jackvony, HM3, USN, who were serving as senior company aid men with Marine rifle companies. David A. Howard, DT2, USN, was advanced to DT1. Howard was serving with a regimental aid station. Like all advancements in rating at the present time, the new rates of these men are classed as temporary.

Typical of the circumstances leading to the "field promotions" is the case of Coghorn. Here are some ex-

Reservists Back on Duty Get Medals in Ceremony

Pin-on clay for men of the destroyer USS *Haynsworth* (DD 700) brought a total of 245 campaign medals out of their tissue to be fastened onto blue-jumpered chests.

The presentation ceremony, which is notable for the large number of medals awarded, took place at Charleston Naval Shipyard, Charleston, S. C. Most of the awards were to Naval Reservists who had been recently called to active duty and who had not previously received their medals. Some of the men received as many as five medals.

After the ceremony, the ship's CO said, "These medals are the only tangible recognition for most of the men for service to their country which involved much sacrifice." He went on to state that he felt a dignified ceremony was a more appropriate way to award these medals than to have an impersonal distribution of medals at the ship's office.

Haynsworth was recommissioned 22 Sept 1950. Seventy-five per cent of the POs in her complement are Naval Reservists.

Helps Wounded Men After Swimming Han River Twice

Ensign Judah L. Siegal, USN, received a Bronze Star Medal for heroic achievement involving twice swimming the Han River near Seoul, Korea.

As a radio officer attached to the public information office of Commander Naval Forces, Far East, Ensign Siegal joined an advance Marine reconnaissance team to make a tape recording of the Han crossing. After returning, he led a Marine mission to recover wounded men.

cerpts from papers regarding his promotion:

"Advancement is in recognition of a high degree of professional skill, leadership, resourcefulness and devotion to duty demonstrated while serving as senior company aid man in a rifle company . . .

"Coburn has been recommended by his company commander for the Bronze Star for promptly going to the aid of 10 casualties of mortar fire and, under continuing fire, treating the wounded men, improvising litters and directing the prompt evacuation of the casualties to the battalion aid station.

"He also has been recommended by his company commander for the Silver Star for exposing himself to intensive machine gun fire in going to the aid of two wounded men and, under continuing fire, shielding them, treating them and dragging them to shelter."

Jackvony was also recommended for the Silver Star. In his case it was "for repeatedly exposing himself to intensive heavy machine gun fire and small arms fire while making six trips forward of an advance road block in a company jeep to evacuate 11 seriously wounded men."

Howard's account tells how he often stayed with casualties in the field throughout the night, seeing to their comfort until they could be evacuated. He is given much credit for stocking the regiment's aid stations with enough medical supplies to meet their needs, although the needs proved to be very large due to heavy casualties.

Twenty Members of UDT Three Are Honored for Outstanding Service in the Korean Area

Twenty members of Underwater Demolition Team Three have been decorated for outstanding service in the Korean area.

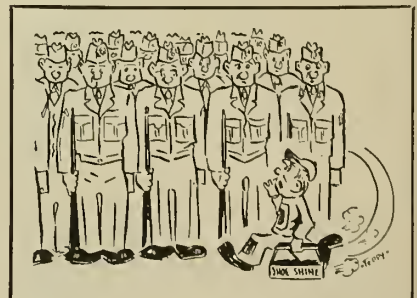
The Silver Star was awarded to Lieutenant Commander William McKinney, USN, for his leadership in clearing channels of mines.

For their work in rescuing and caring for injured men, the following received Bronze Stars, with combat "V": Lieutenant Daniel F. Chandler, USN, Lieutenant (junior grade) Philip M. Mastor, USNR; Phillip E. Carrico, SN, USN; Christie J. Coleman, EN1, USN, Lucio De La Calzada, TN, USN, William B. Derry, SN, USN; Edward M. Hazzard, BM3, USN; James W. Hoag, SN, USN; Billie LaR. Johnson, FN, USN; Dennis J. Keane, Jr., BMC, USN; Robert H. Larkin, DMSN, USN; Charles F. Laws, QM3, USN; James K. Sellers, ET1, USN; Joseph F. Staley, BM1, USN; Willis H. Taylor, SN, USN; Ralph C. Voltmer, ENFN, USN; and Robert H. Walker, BM1, USN.

For risking his life placing underwater demolition charges that removed two anchored mines, William J. Giannotti, GM1, USN, was awarded the Bronze Star with combat "V".

A Letter of Commendation, with combat "V," was awarded to Ralph D. Emerson, HMC, USN.

Lieutenant (junior grade) George Atcheson, III, USN, serving with Amphibious Group One, received the Bronze Star with combat distinguishing device for his participation in three night demolition raids. Well behind enemy lines, he remained ashore, pulling fuses and initiating explosions after the rest of the group had evacuated the area.



Parris Island Boot

'... shine ... last chance ... shine ...'

Legion of Merit Awards Given to Three Officers For Exceptional Conduct

Three Legions of Merit—two with Combat "V" and one of those two a fourth award—went to two Navy captains and a commander for exceptionally meritorious conduct in Korea.

Names of the recipients of these awards are as follows: Gold star in lieu of the fourth Legion of Merit with Combat Distinguishing Device—Captain Jesse C. Sowell, USN; Legion of Merit with Combat Distinguishing Device—Commander Frederick A. Spencer, USNR; Legion of Merit—Captain Robert C. Peden, USN.

Permanent citations awarded the officers tell of the actions which earned the Legion of Merit. Briefly summarized, they follow:

- Captain Sowell, CO of the anti-aircraft cruiser USS *Juneau* (CLAA 119), participated with his ship in knocking out four of a group of five enemy torpedo boats. Also, by daring navigation near a strange and hostile shoreline he assisted in covering and supporting the landing of a demolition team disembarked from *Juneau*.

- Commander Spencer was director of Pacific Fleet Combat Units during early operations in Korea. As a result of his planning, combat units, which he often accompanied in combat operations ashore and afloat, were soon carrying out their missions. An excellent photographic record of such operations resulted.

- Captain Peden, Commander Tractor Group, supervised the commissioning and loading of a group

Unit Commander Is Honored For Night Demolition Raids

A Silver Star Medal went to Commander Selden C. Small, USN, "for conspicuous gallantry and intrepidity as commander of the naval element of a special operations Group in action against enemy aggressor forces in Korea."

Commander Small's citation tells of his task element's three successful night demolition raids and of his own beach reconnaissances and surveys.

HOW DID IT START

Boat Hails

One of the important responsibilities of an officer of the deck is to know at all times who is approaching his ship. At night when a ship is anchored, small boats nearing a vessel are hailed by a sentry, gangway watch, or quartermaster with "Boat ahoy!" The coxswain of the approaching boat, to indicate personnel aboard, returns the hail as follows:

"United States"—for the President.

"National Defense"—for the Secretary or Assistant Secretary of Defense.

"Navy"—for the Secretary, Under Secretary, Assistant Secretary, or Assistant Secretary (Air) of the Navy.

"Fleet"—for flag officer in chief command.

"Staff"—for chief of staff (when not in command of a ship).

"—Force"—for force commander (giving name of force).

"Squadron"—for squadron commander.

"—Division"—for division commander (giving number of his division).

"—Flotilla"—for flotilla commander (giving name of his flotilla).

"Brigade Commander"—for Marine officer commanding a brigade.

"(name of ship)"—for commanding officer of a ship (ship's name is given to indicate commanding officer).

"Regimental Commander"—for Marine officer commanding a regiment.

"Aye, aye"—for commissioned officer.



"No, no"—for midshipman or warrant officer.

"Hella"—for enlisted man.

"Passing"—if boat does not intend to come alongside (regardless of rank of passengers).

The rank of boat passengers can also be indicated by this system of short blasts with whistle or horn:

President, 8; Secretary of Defense, Secretary of the Navy, 7; assistant secretaries of the Navy, fleet admirals, admirals, 6; vice admirals, 5; other flag officers, general officers of Marine Corps, 4; commanding officers, chiefs of staff, torpedo flotilla commanders, and Marine Corps officers commanding a brigade or regiment, 3; other commissioned officers, 2; all others, 1.

of LSTs in preparation for the Inchon invasion. Later he led the ships through a typhoon to the objective and supervised the landing of assault waves and the unloading of vital supplies and equipment in the face of enemy action and other obstacles.

346 Sailors, 107 Marines Selected for 1951 NROTC

Provisional selections for enrollment in the 1951 Regular NROTC program are complete, with 346 sailors and 107 Marines "making the list." The basis for selection was test scores attained by candidates in the Navy College Aptitude Test of 9 Dec 1950.

Names of the men who were provisionally selected are contained in an enclosure to a joint BuPers-Mar-

Corps circular letter of 26 Feb 1951 (NDB, 28 Feb 1951). States that directive in passing: "It is anticipated that another Navy College Aptitude Test will be conducted in December 1951 to obtain outstanding candidates for enrollment in the 1952 Regular NROTC program. Information concerning the exact date of the next test, deadline for submission of nomination, and similar items will appear in a BuPers-MarCorps joint letter in late summer, 1951."

The directive points out that the appearance of a candidate's name on the list which accompanied it does not necessarily mean he will be enrolled in NROTC. Final selection will be made at the U.S. Naval School, Academy and College Preparatory.

Included in the directive are instructions for provisionally selected candidates and their COs.

DD's Officers and Crewmen Are Decorated for Actions During Amphibious Assault

Officers and crewmen of *uss Collett* (DD 730) have been decorated for meritorious service during an amphibious assault on Inchon, Korea.

Lewis R. Hill, GMC, USN, received the Silver Star for heaving a fused projectile overboard.

Lieutenant Commander Rue O'Neill, Jr., USN, was awarded the Bronze Star with combat "V" for effectively directing fire against the enemy, destroying gun positions and troops.

When a direct hit put the main battery fire control system out of action, three gun mount captains maintained effective local control firing. These men—Edward J. Frodyma, BM1, USN; Earl K. Hopp, BM1, USN; and Samuel R. Hand, BM2, USN—were awarded the Bronze Star with combat distinguishing device.

For effecting waterline patches under fire, George Broom, FP3, USN, and Albert L. Reignierd, MM1, USN, earned their Bronze Stars, with combat "V."

Gary S. Huntsman, EMC, USN, contributed greatly to efforts to keep the vessel on an even keel when a



NAS Norfolk Dopesheet

'I can't find anything in the rule book that says it's illegal.'

fuel tank became flooded and oil tanks were ruptured, earning a Bronze Star with combat distinguishing device.

Ensign Robert G. Lalicker, USN, received the Bronze Star with combat "V" for rendering first aid under fire. Lieutenant Commander Howard C. Teaford, USN, counter battery officer and spotter, and Lieutenant (junior grade) Robert E. McCabe, USN, who maintained control of all fires and floods, received the Bronze Star with combat "V."

Eight others received Letters of Commendation, with combat "V." They were: Commander Robert H. Close, USN; Lieutenant Harry E. Rorman, USN; Lieutenant (junior grade) Edward W. B. Jeffes, USN; Ensign Gerald W. Dyer, USN; Francis S. Austin, MMC, USN; C. F. Harshfield, RMN1, USNR; John J. Kelley, Jr., FCC, USN; and Troy D. Martin, SA, USN.

Reservists Under Draft Age Not Ordered Involuntarily

Here is the current picture concerning the entry of young Naval Reservists and Marine Corps Reservists into active duty:

- Reservists under draft age (19 years at present) are not being ordered to active duty unless they volunteer for such duty.

- Naval and Marine Corps Reservists under draft age may volunteer for active duty and will be accepted.

Also, men younger than the current draft age may enlist in the Regular Navy and Marine Corps.

Motion Picture Exchange Lists Movies Distributed To Ships and Stations

The movies listed below have been obtained by the Navy Motion Picture Exchange, Brooklyn, N.Y., and are being distributed to ships and overseas bases. Program numbers are included here for the convenience of personnel drawing motion pictures. All prints are of the 16-mm size.

ALL HANDS will carry new Navy Motion Picture Exchange listings from time to time.

Halls of Montezuma (526): U.S. Marine drama in technicolor; R. Widmark, J. Palance.

Joan of Arc (544): Drama; I. Bergman, J. Ferrer.

All About Eve (539): Stage drama; B. Davis, A. Baxter.

The Flying Missile (541): U.S. Navy drama; G. Ford, V. Lindfors.

Where Danger Lives (525): Crime

Boatswain's Mate Rescues Two Persons in Six Weeks

A boatswain's mate with a knack for saving lives has himself two letters of commendation, both earned within a month and a half for rescuing drowning men in the oily waters of Philadelphia naval shipyard.

The man is John Johnston, BM1, USN. In mid-September 1950 he was nearby when a civilian metal worker, attempting to step from a float onto the tug YTL 232, fell overboard. Johnston dived into the waters, reaching the victim's side only after he had twice gone under. The Navyman kept the yard worker out of danger until he was lifted on board the tug.

The second victim was a shipmate of Johnston's. On the last day of October 1950, the shipmate fell overboard from the tug YTB 149. The swirling current around pier four pulled him under twice, and again Johnston reached his man just in time. Until the tug came by with a line, Johnston held the man's head safely above water.

The actions won Johnston two Secretary of the Navy letters of commendation, the first with a commendation ribbon and metal pendant.

AD Is Awarded Medal for Saving Life of Hurt Pilot

Here is one way to get a Navy and Marine Corps Medal: Climb out of a helicopter over a cold, choppy bay; detach yourself from the lowering-away gear and drop into the water; keep a struggling, semi-conscious man afloat until reached by a rescue boat.

That's the way Albert M. Chambers, AD2, USN, did it—although he had no thought of a medal in mind at the time. The act took place at Narragansett Bay near Newport, R. I. The man rescued was the pilot of a carrier-based plane which had crashed into the water. Says Chambers' citation, "By his courage, initiative and skilled handling of an extremely hazardous situation, he undoubtedly saved the life of the injured pilot."

melodrama; R. Mitchum, F. Domergne.
Southside 1-1000 (521): Crime melo-
 drama; D. DeFore, A. King.

Mr. Music (535): Musical; B. Crosby, R. Hussey.

The White Tower (529): Drama in Technicolor; Valli, G. Ford.

Grounds for Marriage (543): Comedy; K. Grayson, V. Johnson.

Bandit Queen (540): Western; B. Britton, W. Parker.

Federal Man (524): Melodrama; B. Henry, P. Blake.

Bunco Squad (536): Crime melodrama; R. Sterling, J. Dickson.

Short Grass (538): Western; R. Cameron, C. Downs.

Prisoners in Petticoats (530): Melodrama; V. Perkins, R. Rockwell.

It's a Small World (528): Melodrama; P. Dale, L. Miller.

Undercover Girl (542): Melodrama; A. Smith, S. Brady.

Revenue Agent (533): Melodrama; D. Kennedy, J. Miller.

Rookie Fireman (522): Melodrama; B. Williams, B. McLane.

When You're Smiling (532): Comedy; J. Courtland, L. Albright.

Frenchie (523): Western; J. McCrea, S. Winters.

The Outriders (527): Technicolor western; J. McCrea, A. Dahl.

For Heaven's Sake (531): Comedy; C. Webb, J. Bennett.

Walk Softly Stranger (537): Melodrama; J. Cotten, Valli.

Sugarfoot (534) Western; R. Scott, A. Jergens.

Recruit Training Program Open to Women Reservists

A two weeks' recruit training program has been reestablished for women Reservists at the 9th Naval District Headquarters, Great Lakes, Ill.

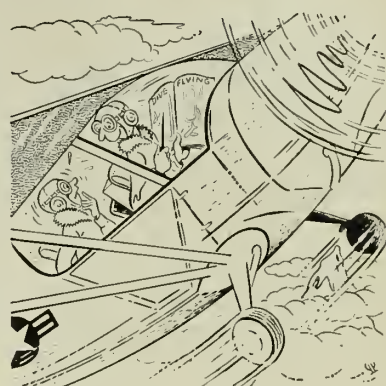
It will be open to O-1, V-1 and V-6 recruits and apprentices in the

Now It's Back-Seat Drivers in Airplanes

The breadwinner of any auto-owning family will say there are enough back-seat drivers in the world, but not so the Marines in Korea. They are teaching ground officers—artillery and tactical air observers—the rudiments of back-seat flying.

The logic is sound enough. Should the pilot of one of the light "grasshopper" planes be wounded in flight, there was no reason why all should be lost. No reason, that is, except that the observer in the rear seat didn't as a rule know what to do with controls in his cockpit.

So—it was decided that the observers, approximately a dozen in number, would be taught what to do if any of them should suddenly find themselves in supreme command of a two-place *Cub*. To give them a "trainer," mechanics added a salvaged instrument panel to the



other basic devices in the rear cockpit of one of the small planes. Flying lessons are given when there's time, followed by evening bull sessions in a squadron tent.

Their little school will save lives of pilots and observers, and will keep in the air sorely needed observation planes, the Marines hope.

Naval Reserve who are serving their first period of enlistment.

The curriculum is patterned after the Regular Navy recruit training program and incorporates all of the practical factors necessary for advancement.

Classes will convene on the third Monday of each month and applications should be received at least 30 days before the convening date for each course.

New PubInfo Photo Course Now Open to PHs and AFs

Photographer's mates and aviation photographer's mates, third class and above, may enroll in a new course in public information photography.

The one month course is designed to provide professional training for Navy enlisted photographers engaged in public relations activities and will be given under the direction of the Pictorial Branch, Office of Public Information, Department of Defense.

Candidates selected must have 18 months' obligated service upon entering the course and must furnish their own camera with flash gun and other accessories while film,

bulbs, chemicals and other equipment will be furnished. Selection should be based on photographic skill and the ability to recognize newsworthy subjects.

Returnable quotas of two to each class are now available. Requests for quotas should be addressed to the Chief of Naval Personnel (Attn: Pers-B212e).

Those chosen will be ordered to report to the Commanding Officer, Naval Receiving Station, Washington, D. C. Courses are scheduled to convene on the first working day of each month.



'But I told you we'd see a good show tonight.'

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 39

1. (b) Welfare and recreation leader.
2. (c) Transportation man.
3. (c) Steer course of dotted line.
4. (a) "Burdened." The vessel having the other to port is "privileged," and the vessel having the other to starboard is "burdened."
5. (c) Antisubmarine (or antitorpedo) net floats or buoys.
6. (c) Sometimes more than two miles long.

WHAT'S IN A NAME

Daiquiri Cocktail

An interesting story concerning the Daiquiri cocktail is related by Rear Admiral Lucius W. Johnson, MC, USN (Ret.), of San Diego, Calif. Of this popular drink (pronounced Di-keh-ree) Rear Admiral Johnson has this to say:

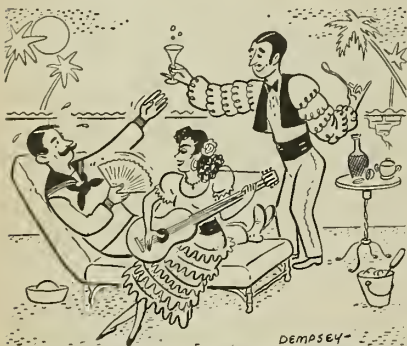
"When the Atlantic Fleet reached Guantanamo Bay shortly after the New Year in 1909, there was great interest in seeing the places associated with the events of the Spanish-American War. With Surgeon John D. Manchester, I visited San Juan Hill where Theodore Roosevelt and his Rough Riders won fame. Then we went to

the beaches at Siboney and Daiquiri where the Army disembarked from its transports (during the war).

"At Daiquiri, while viewing the beach, we met a genial person who introduced himself as Mr. Jennings Cox, United States Consul at Santiago, Cuba. He invited us to join him in an attractive beach house near by. It belonged, he told us, to the Cuban-American Iron Company which maintained it as a recreation place for its administrative employees, most of whom came from the U. S.

"He prepared for us a most refreshing drink which, he said, he had recently concocted. He used the juice of one lime, a jigger of the local Bacardi rum, and one-half teaspoonful of sugar. He impressed on us the importance of avoiding bitters, and of preparing each drink in its glass. He said the new drink was being called the Daiquiri cocktail because it had originated there.

"On the return of the fleet (to the U. S.) the new cocktail was introduced into the Army and Navy Club in Washington, then to the University Club in Baltimore. From there it spread rapidly to all ports of the world where ships of the Navy went."



New Staff School Graduates 25 Chaplains Every 8 Weeks

Twenty-five new chaplains are graduating each eight weeks from a new staff officers' indoctrination course for chaplains at the Navy's

General Line School, Newport, R. I.

In their two-month period of intensive study, the students — ex-civilian clergymen—are given a broad knowledge of Navy life. They are taught ship organization, military law and general naval orientation by three instructors who are Navy line officers. Three other instructors, themselves Navy chaplains, emphasize the broad tolerance and deep human understanding that the military chaplaincy requires.

The final two weeks of the course are spent in visiting naval activities in the states neighboring Rhode Island. There the forthcoming chaplains see in practice the theories they have been taught. After completing the course, the chaplains are assigned to Navy and Marine Corps units ashore and afloat.

A similar course exclusively for indoctrinating new chaplains was offered by the Navy during World War II, at William and Mary College, Williamsburg, Va. The present course began on Monday, 26 Feb 1951.

Record Class of 469 At Information School

A record-breaking class of 469 officer and enlisted students received certificates at the Armed Forces Information School, Carlisle Barracks, Pa.

The graduating class, which included students in both Public Information and Information and Education, was the largest in the school's history. Seventeen members of the women's services were among those awarded certificates.

The first AFIS class at the school's new location, Fort Slocum, N.Y., will convene on 18 April.

Shore Duty Eligibility List Stays in Effect But Rotation Is Halted

The semi-annual tabulation of the shore duty eligibility list will not appear in this issue of ALL HANDS. The SDEL is, however, still in effect and personnel newly requesting shore duty will be placed on the SDEL for consideration along with those currently on the list.

Orders to a normal tour of shore duty have been held in abeyance since 12 July 1950. When the current expansion of the Navy has been completed and the Korean situation permits, it is planned to resume sea/shore rotation. This expansion and the international situation are, of course, the reason why normal rotation is not now in effect. In the meantime, the SDEL is definitely ready to go when the word is given, and BuPers hopes it will be sooner than later.

BuPers Circ. Ltr. 36-50 (NDB, cumulative edition, Jan-June 1950), is the official directive on shore duty, including humanitarian shore duty, and you should refer to it for any detailed information.

For your own benefit you should keep BuPers informed at all times of changes in your status. Personnel who have been placed on the SDEL and have had a change of address, change or advancement in rating since submission of original request for shore duty, or who desire to change their choices for shore duty, should inform the Chief of Naval Personnel (Attn: Pers-B211k), via their commanding officer.

Coco Solo Naval Air Station Is Undergoing Reactivation

Coco Solo, the place of the lonely coconut, is again beginning to bustle. Its naval air station is undergoing reactivation to become the base for a seaplane patrol squadron.

The naval station known as Coco Solo, located a few miles from Cristobal, Canal Zone, and Colon, Republic of Panama, first came into existence in April 1917. That statement is true in more ways than one, for the area itself was made of coral dredged from Manzanillo Bay.

Planes and submarines have been

stationed there, sometimes concurrently and sometimes separately, most of the time since 1917. Exceptions were in 1922, when the place was inactive for a brief period, and again in 1950. Submarines were removed from Coco Solo in 1943, and stationed at the other end of the Panama Canal.

During World War II the station was used as a fleet air support and patrol plane base, but was put into a "partial maintenance" status in the early part of last year. Anyone going to Panama in connection with the reactivation of Coco Solo can find much information about the area in the April 1950 issue of ALL HANDS.

Medical Officer Transfer Deadline Is 9 July 1951

Medical officers of the Navy, Army and Air Force—both Regular and Reserve—who wish to apply for transfer from one military service to another should do so before 9 July 1951.

Eligible for such transfer are officers of the Medical Corps, Dental Corps, Nurse Corps, Medical Service Corps, Veterinary Corps and Women's Medical Specialist Corps. Transfers will be made only upon the individual officer's request and with the approval of both military departments concerned. Retired officers, and commissioned warrant officers of the Navy Hospital Corps, are not eligible.

Public Law 779, 81st Congress, is the authority for such transfer. The following military publications govern submission and processing of applications:

- *Navy*—Active and inactive duty personnel: BuPers Circ. Ltr. 196-50 (NDB, 15 Dec 1950).

- *Army*—Active duty personnel: Section I, DA Circulars 70 and 71, 1950. Inactive duty personnel: Section II, DA Circular 71, 1950.

- *Air Force*—Active duty personnel: Air Force Letter No. 36-44, 13 Dec 1950. Inactive duty personnel: Air Force Manual 36-5, December 1950.

For purposes of promotion, seniority and retirement, personnel transferred will be credited with federal service already performed. Unused leave may be transferred without loss.

Ship's Crew Members Build Lush Recreation Room

People on their way to or from Pacific bases sometimes find it pleasant and convenient to drop in at the Bamboo Room. There they can relax in deep, comfortable chairs, read magazines, write letters, listen to the radio, perhaps even see and hear a south-sea orchestra.

Where's the Bamboo Room?—a person would be justified in asking.

It's not in San Francisco, not in Honolulu, not in Manila or Tutuila. But it's often somewhere between. The Bamboo Room is aboard the MSTs transport *uss General H. W. Butner* (AP 113), and is sometimes more prosaically known as the crew's recreation room.

The Bamboo Room came into being when the recreation compartment got a going-over by shipboard decorators. Renovation was accom-

plished through joint efforts of *Butner's* skipper and members of the ship's recreation committee. They used welfare funds, where expenses were encountered—profits on ship's store sales to crew members. Thus there was no expense to the government.

Soon after the new recreation room first opened its doors, a Hawaiian troupe came aboard for one leg of a tour of Pacific military installations. They volunteered a performance as a fitting initiation for the Bamboo Room, and the crew's only regret was that they couldn't be retained, full-time.

Members of the Bamboo Club point with some pride at the strict requirements for joining. Even the dress is "formal": blues or whites. Non-crew-members can get in by invitation only.

Fight Against Polio Aided by U. S. Ships

"Missouri challenges any ship in Task Force 77. . . ." read the commanding officer's message to other U.S. vessels in Far Eastern waters.

The occasion was the annual March of Dimes, the drive to aid in the fight against polio. *uss Missouri* (BB 63) has donated nearly \$8,000, averaging four dollars per man.

Challenges and counter-challenges flew over the waters. On *uss Philippine Sea* (CV 47), more than \$9,200 was collected, more than three dollars per man. The carrier's men were also engaged in another, more personal drive—donation of 400 pints of blood for fighting forces in Korea.

All kinds of ideas were put forth to raise the March of Dimes money. On *uss Charles S. Sperry* (DD 697), the crew set a goal of \$697 to match their hull number. They met it and went over, to \$703.

The destroyer *uss Borie* (DD 704) sent a message to all ships of the Pacific Fleet telling of their \$1,300 contribution, challenging all comers on a per-man donation basis.

Receiving the challenge, *uss Hanson* (DD 832) came up with \$1,500—more than five dollars per man from their 288 officers and crewmen.

Much of *Hanson's* large contribu-

tion resulted from ingenious ideas. One was an auction of articles donated by crewmen—cameras, pictures, paintings, cameos, musical instruments. A Japanese trumpet brought spirited bidding that stopped at an officer's high offer of \$10.

Said the auctioneer, an enterprising man: "Sold—for \$11!"

The bewildered high bidder handed it over.

Marines in Korea were well represented in the final tabulations. Fighting Leathernecks of the First Marine Division set a goal for themselves—\$30,000—and went over it. The final count was \$30,135.63, of which more than half came from the division's three infantry regiments.



"Oh, don't tell him that, Crawford. Dad's an ex-chief."

Here's the Status of Current Legislation of Interest to Naval Personnel

Below is a summary of Congressional action on bills of interest to the naval establishment.

The last legislative roundup was in *ALL HANDS*, March 1951, p. 55.

Servicemen's Indemnity—H.R. 1: Passed by House and Senate in different versions and sent to conference for agreement; to provide gratuitous life indemnity of \$10,000 to designated beneficiaries of servicemen who die in active service. (In passing the bill, the Senate adopted an amendment protecting the serviceman's National Service Life Insurance from lapse or forfeiture under certain circumstances.)

Tax Exemptions—S. 891: Introduced; to provide additional exemptions from the income tax for servicemen on active duty. (The bill provides an additional exemption of \$500, plus another additional exemption of \$100 for each dependent, over and above the customary taxpayer's exemptions. The serviceman must have 90 days on active duty unless he was discharged for



'I'm warning you—she can't even swish suds in a dishpan without getting seasick!'

service-incurred or aggravated injury or disability or died in active service.)

Gift Importations—H. R. 2141: Passed by Congress and signed by the President, now Public Law number 1; to extend for two years the existing privilege of importation of gifts from members of the armed forces on duty abroad.

Attaches Reimbursement—S. 935 and H. R. 2737: Introduced; to authorize the reimbursement of certain naval attaches, observers and other officers for certain expenses incurred while on authorized missions in foreign countries.

Midshipman's Clothing—H. R. 2736 and S. 843: Introduced; to authorize advances for clothing and equipment for midshipmen at the Naval Academy and cadets at the Military Academy.

Survivors' Benefits—H. R. 1029: Introduced; to provide benefits for survivors of the uniformed services. (The bill provides an annuity for the widow in the amount of 25 per cent of the highest base pay the serviceman held, or, under a second option, 1¼ per cent of the highest base pay multiplied by the number of years of active service, not to exceed 30 years. An additional amount is provided for each child, not to exceed \$900 divided equally among the children. Additional provisions pertain to annuities for children when there is no surviving widow. Deductions from the monthly pay of each serviceman will be paid into the annuity fund, ranging from a

high of \$15.50 per month from the pay of chief petty officers on submarine duty to a low of \$.50 per month from seaman recruits receiving basic pay only. The annuities will be paid to survivors of officers and enlisted men, cadets, midshipmen and retired personnel.)

Record Review—H. R. 2245: Introduced; to authorize the Secretary of the Navy to review the records of commissioned Navy and Marine Corps officers who failed of advancement during the war. (The review will be made at the request of an officer who failed of advancement between 24 July 1941 and 7 Aug 1947. The review must be requested within six months of passage of the Act. The basis of review will be to determine if there was any administrative error or other circumstance of administration that in the opinion of the board caused the officer concerned to fail of such advancement.)

Leave Credit—H. R. 2186: Introduced; to authorize the leave credit to officers of the armed services who were denied such credit as a result of certain changes in their status between 8 Sept 1939 and 9 Aug 1946. (Provides that any officer, Regular or Reserve, who [1] was retired between 8 Sept 1939 and 9 Aug 1946; [2] was recalled to active duty immediately after retirement; and [3] was deprived of leave credit solely because of its having accumulated prior to his being placed on the retired list. Upon application, he can be compensated for the amount of leave he was deprived of, but not in excess of 120 days.)

Interservice Transfers—H. R. 193: Introduced; to authorize the interservice transfer of officers. (Upon application the officer, if the bill is enacted, will be able to transfer between the Army, Navy and Air Force, retaining both his grade and relative seniority within the grade.)

Reserve Benefits—H. R. 928: Introduced; to provide benefits for members of the Reserve components of the armed forces who suffer disability or death from injuries incurred while engaged in active duty training for periods of less than 30

New Synthetic Arm Developed for Navy

The next time the "doc" approaches you with that long needle, don't flinch. It probably won't hurt a bit—if he's been practicing on the Navy's new synthetic arm.

Designed to teach military personnel how to give hypodermic injections and withdraw blood, the gadget is a life-like reproduction of a human forearm. It has a flesh-colored vinyl resin "skin" covering a series of light and dark latex tubes which simulate the veins.

A built-in reservoir controls a colored fluid that "pulses" through the "veins" like blood. Pulse rates can be imitated.

The plastic "skin" can be produced in several thicknesses, enabling the trainee to practice locating the veins by touch as well as by sight.

Plans are being considered for the development of similar synthetic body sections.

days or while engaged in inactive duty training.

Death Gratuity—H. R. 18: Introduced; to authorize payment of death gratuity in active or training service of personnel of the uniformed services, Regular and Reserve. (The death gratuity will be equal to six months pay at the rate to which the deceased person was entitled at the time of death.)

Transportation of Effects—H. R. 1199 and S. 330: Introduced; to amend the Missing Persons Act to provide for transportation of dependents and effects of personnel when death is due to other than military or naval operations. (Pertains to servicemen officially reported as dead, missing, interned in a neutral country or captured by the enemy.)

Register Publication—H. R. 1183 and S. 321: Introduced; to authorize the Secretaries of the Army, the Navy and the Air Force, with the approval of the Secretary of Defense, to cause to be published official registers of their services.

Records Sale—H. R. 1182 and S. 319: Introduced; to authorize the Secretary of Defense and the Secretaries of the Army, Navy and Air Force to reproduce and sell copies of official records of their respective departments. (Pertains to current records including papers, manuscripts, documents, books, photographs, lantern slides, motion picture films, sound reproductions consistent with national security.)

Olympic Games—H. R. 1184 and S. 317: Introduced; to authorize the training for, attendance at and participation in Olympic Games by service personnel.

Mess Operation—H. R. 1201 and S. 314: Introduced; to amend existing law so as to provide that a mess operated under the direction of a Supply Corps officer can be operated either on a quantity or on a monetary-ration basis.

Correction Payments—H. R. 1181 and S. 308: Introduced; to amend existing law so as to authorize payment of claims arising from the correction of military or naval records.

Transportation of Effects—H. R. 1202 and S. 329: Introduced; to authorize payment for the transportation of household effects of certain naval personnel.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current *Alnavs*, *NavActs*, and *BuPers Circular Letters*, not as a basis for action. Personnel interested in specific directives should consult *Alnavs*, *NavActs* and *BuPers Circular Letter* files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; *NavActs* apply to all Navy commands and *BuPers Circular Letters* apply to all ships and stations.

Alnavs

No. 13—Changes existing visual requirements.

No. 14—Gives information on housing shortage in Germany.

No. 15—Changes clothing monetary allowances and prices of small stores items.

No. 16—Calls for roster of Air Force patients on the sick list of naval medical facilities.

No. 17—Corrects *Alnav* 15 in regard to price of black thread.

NavActs

No. 3—Pertains to processing of priority able and baker requisitions.

BuPers Circular Letters

No. 14—Lists identification symbols and numbers for Navy discharge certificates.

No. 15—Announces that applications are wanted from Regular and Reserve line officers of lieutenant commander and below for underwater demolition team duty.

No. 16—Gives instructions for payment of special federal excise taxes by non-appropriated fund activities in continental U.S., Alaska and Hawaii.

No. 17—Changes qualifications required of enlisted personnel to commissioned grade in the Naval Reserve.

No. 18—Provides information on application forms for basic allowance for quarters.

No. 19—Announces that Indiana state legislature has extended the deadline for filing applications for the Indiana bonus to 30 Apr 1951.

No. 20—Contains summary of general information on various types of retirement and facts about current administrative procedures and rules concerning retirement.

No. 21—Lists cancelled Bureau of

Naval Personnel circular letters.

No. 22—Lists officer promotions.

No. 23—Contains additional information on service-wide competitive examinations scheduled for July 1951.

No. 24—Establishes rules for 1951 Inter-Service Photography contest.

No. 25—Gives instructions and procedures of naval aviator disposition boards.

No. 26—Concerns requests for detachment of officers for disciplinary reasons or for unsatisfactory performance of duty.

No. 27—Amends instructions for designators of officer personnel.

No. 28—Lists officer promotions.

No. 29—Announces information in regard to travel of dependents to Japan.

No. 30—Announces new instructions for the Navy personnel accounting system.

U.S. Sailor Interprets For Turks Aboard Repose

"Talking Turkey" to the Communist forces in Korea is one thing; speaking the difficult Turkish language is another. The U.S. Navy had great manpower for the first-mentioned job, but only one sailor on board the hospital ship *uss Repose* (AH 16) for the second, when wounded Turkish-U.N. soldiers came aboard.

The California-born sailor, Barkev H. Aharonian, HN, USNR, did a fine job of talking Turkish to the Turks. One part of his work was to interpret for wounded Turkish soldiers so that their difficulties could be explained to doctors. Another part was to read and interpret war news to the men.

Aharonian's valuable linguistic knack was acquired from his parents, who came from Armenia. Says Aharonian, "All the Turks were very grateful for the naval medical service and help rendered to them by all the American hospital corpsmen, doctors and nurses."

Also, they were grateful for their interpreter. They even wanted to take him back to Turkey with them.—Felix B. Grosso, JO1, USN.

BOOKS:

VARIETY IN READING IS SPICE OF LIFE

WHEN, in the course of their daily work, the BuPers library people see a new book they think will be entertaining or valuable for Navy readers, they set wheels to turning. Before the resulting chain of action has run its course, a good many copies of that book have gone out to ship and station libraries. Here are some of the best and latest.

★ ★ ★
• *The U.S. Marines and Amphibious War*, by Jeter A. Isely and Philip A. Crowl; Princeton University Press.

Until U.S. Marines proved otherwise, most military experts had come to believe that modern weapons had rendered obsolete any seaborne attack against a defended beach. But during the years between World War I and World War II—years when this belief was strongest—a small group of U.S. Marines theorized and practiced, developing a doctrine whose basis was quite the opposite. This doctrine later carried the Marines

across bitterly contested beaches with world-rocking power.

The U.S. Marines and Amphibious War begins by discussing the mission of the U.S. Marines—the amphibious assault. It then goes back to evolution of an amphibious doctrine, 1901-1934 and ahead from there through Marine actions in World War II. The book's final chapter is a review of amphibious progress in the years 1941 through 1945.

A mention has here been made of the subject matter of the first two chapters and the last; a glance at the titles of the other nine will do much to reveal the book's subject matter. Here they are: Training for Amphibious War, 1934-1942; Background for Guadalcanal, the Decision to Attack; Initial Offensives, Solomons—New Britain—New Guinea; The First Major Assault, Tarawa; The Marshalls, Gaining Momentum; The Marianas, Bases for the AAF; Palau and the Philippines; Marines in Support of MacArthur; The Supreme Test, Iwo Jima; and Okinawa, Springboard to Japan.

This is a scholarly book of more than 600 pages—a comprehensive study. It will undoubtedly be a reference classic in the field of amphibious warfare and the history of the U.S. Marines.

★ ★ ★

• *World So Wide*, by Sinclair Lewis; Random House.

Here's Sinclair Lewis's twenty-second and last novel—a story of an American abroad in 1950. Our man this time is Hayden Chart, an architect from New Life, Colo., just made a widower in an auto accident.

After the time of healing, there is Italy—and a new-paced life in a chilly, uncomfortable pension in Florence. And new girl-interests: pert little Roxana from back home, and Olivia Lomond, scholar and authority on all things belonging to medieval Italy.

The publishers call this book "typical Lewis," and to some extent their appraisal is undeniably correct. Here is the old satire, the same sense of the ridiculous in the human being with which Lewis readers long have been familiar. But to this reviewer, it seems that here the old war-horse

had come to breathe a little less the odor of fire and more that of ozone. This last novel may make some American tourists squirm a little in embarrassed self-recognition—as some should. But one feels, happily, that this time no character is anything less than a normal earthling.

World So Wide is a pleasant finale to a long and exciting career.

★ ★ ★

• *The Impudent Rifle*, by Dick Pearce; J. B. Lippincott Company.

This is the story of Lieutenant Philip Royall, a young West Pointer who volunteered for duty beyond the Mississippi in the days of Andrew Jackson. It's the story of Beth Sprague, daughter of the Indian Commissioner, and of Harriet Ollers, a wild and passionate half-Indian girl.

The Impudent Rifle is a romantic and action-packed tale of the days of Indian wars and lonely Army posts in the old Southwest. Part of the story was serialized in one of America's most popular magazines. A book has to be good, for that to happen to it.

★ ★ ★

• *Sink 'Em All: Submarine Warfare in the Pacific*, by Charles A. Lockwood, VADM, usn (Ret); E. P. Dutton and Co., Inc.

This book was written by the naval officer who in May 1942 took over the job of Commander, Submarines, Southwest Pacific, and who commanded our submarines in the Pacific during most of the war. It's a volume which will attract the attention of a great many people, particularly among those in some way associated with submarines and to the greatest extent among those who were in the "Silent Service" during World War II. This is perhaps not exactly as it should be, for the great civilian public which ought most to increase its knowledge of the Navy's undersea accomplishments should constitute its greatest readership.

Sink 'Em All has its niche to fill. It covers a phase of our Pacific war which has received little publicity and deserves more. While written from the command-level viewpoint, it keeps the viewpoint of every man in mind. While giving all due praise where praise is due, it makes no attempt to gloss over failures; they are evident enough where they occurred—particularly in the field of ordnance.

SONGS OF THE SEA



One More Day!

Can't you hear those gals a-calling
Can't you hear the capstan pawling.

Put on your long-tailed blue, my Johnny,
For your pay is nearly due.

Only one more day, my Johnny,
One more day!

Oh, rock and roll me over.
Only one more day!

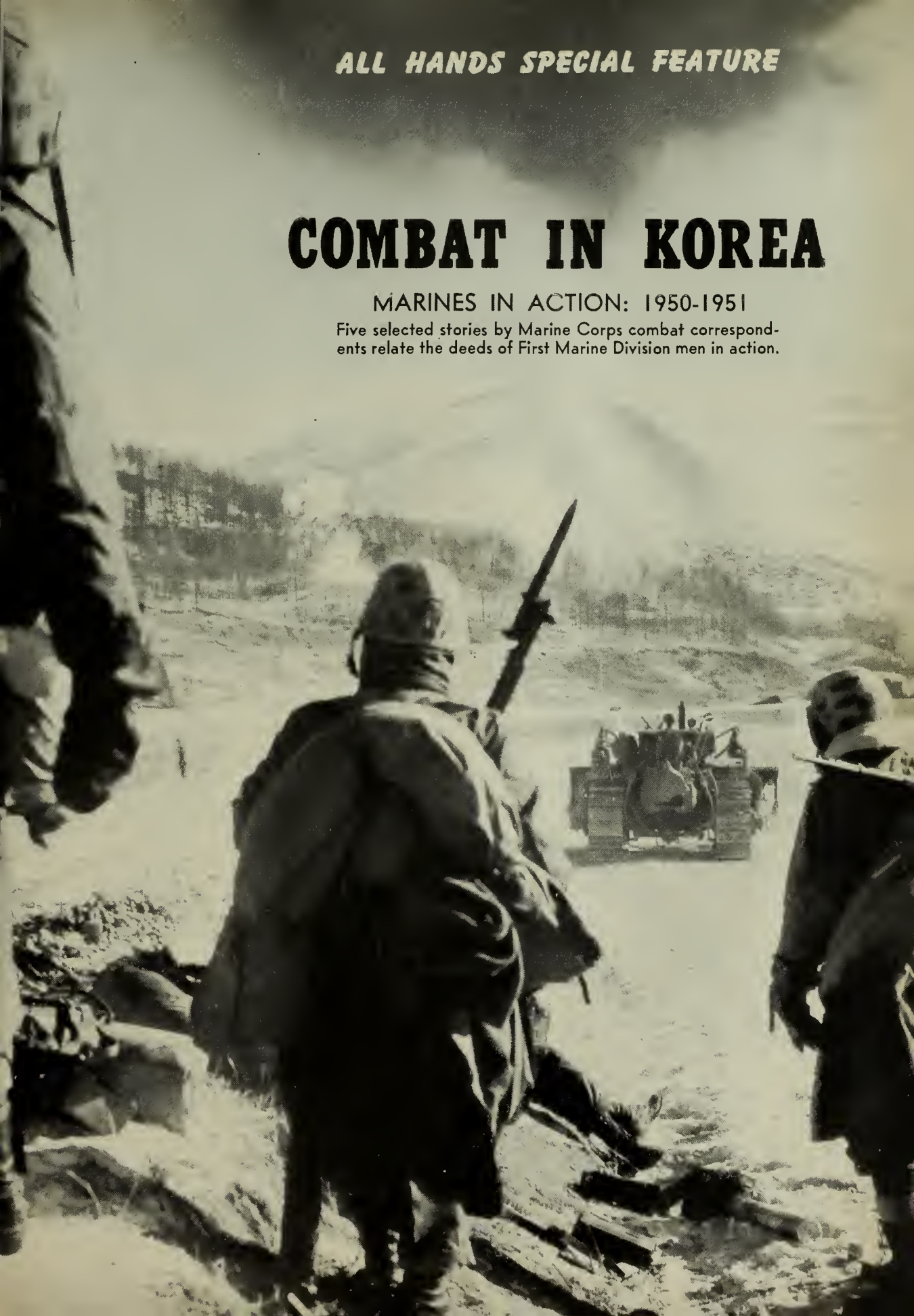
—Old Sea Chantey.

ALL HANDS SPECIAL FEATURE

COMBAT IN KOREA

MARINES IN ACTION: 1950-1951

Five selected stories by Marine Corps combat correspondents relate the deeds of First Marine Division men in action.



COMBAT IN KOREA



"Every Marine's a rifleman," the men of the Corps say. After that, they are specialists—artillerymen, machine gunners, jeep drivers . . . combat correspondents.

Because they know the life of the man on the firing line, live with him and sometimes fill gaps in the line, Marine Corps combat correspondents cover the war with a touch, a feeling of closeness, that is rarely equalled by other writers.

They faithfully report what they see—the inbred heroism of the fighting Marine, his irresistible humor in the face of danger, the pride he feels for his outfit. You can find all these facets of the Marine and his war in the following combat stories from Korea.

"SNOW-AND-BLOOD HILL"

By TSgt James C. Jones, Jr., USMCR

When the artillery is not able to blow the enemy out of his position, when aircraft cannot rout him from his emplacement, there is little doubt as to whom the job will fall. In fact, there is never any doubt.

For that reason, the infantry jumped off in the early hours, headed for the high mountain pass south of Koto-ri, the pass which had to be opened before the trapped First Marine Division and elements of the Seventh Army Division could break through to Hungnam.

A Marine battalion went into the approach march. The main body of Chinese Communist forces was dug in eight miles up in the mountains. The Marines started up the narrowing valley, straight into the first drifting flakes of what was to develop into a blinding snowstorm.

Able Company's mission was to clear the high ground to the right flank. This is the company the Marines call "Able Able—Hot To Go!" The hard-charging company earned its respected title on the beach at Inchon, in the streets of Seoul and Yong-Dong Po, and in the mountains around Kojo in North Korea.

In mid-afternoon, Able met its first heavy resistance. The snowstorm had reached blizzard proportions. The gale blowing down from the north whipped the snow so that visibility was cut to 10 or 15 feet. Through the swirling mass Able Company walked up the spine of a ridge, directly into a machine gun nest. Able returned the fire, but visibility was so poor that Captain Bob Barrow

of St. Francisville, La., ordered his men to dig in until the storm abated.

Throughout the night, the storm continued. By dawn the skies were clear, but the gale had grown in force. Men needed no coaxing to stay low; they couldn't stand up against the force of the blast.

The elements notwithstanding, Able Able lived up to its name. The machine gun nest was cleaned out. But a harrowing scene remained. The ridge continued another 400 yards, then tapered up into a mountain peak. The Chinese were waiting, entrenched in strongly protected bunkers and emplacements. Between the more heavily fortified positions, standing-type foxholes dotted the ridge and the approaches.

The Chinese did not have to rely long on their well-known patience. Able Company went into the assault immediately.

"We did everything by the books," said Captain Barrow later. "I used every ounce of military strategy I've ever learned. My platoon leaders, platoon sergeants and men did the same. But I'm telling you, they had us outnumbered. You know in the books they say that an assault force like ours should have the odds 3-1 in its favor. Instead, the goo-goos had us on the short end of 2-1 in *their* favor."

The odds weren't high enough. Able fought up the ridge all day. At dusk, the Marines occupied the hill. Nobody made an official count of the dead. The reason? As the Marines killed Communists, they rolled the bodies out of the foxholes and bunkers, sending them tumbling down the steep mountainside. With the fierce battle finally over, nobody had energy left to slide down the slopes, count the dead Reds and clamber back up the ridge. Well-founded estimates, however, placed the enemy dead at from 350 to 500. Hard-hit itself, Able mopped up the remaining Chinese by driving them down the reverse slope directly into the uphill fire of Baker Company, which was taking the enemy ground along the road.

But for Able Company's heroic attack, the divisions retreating from the north would have faced a tremendous battle, for the Chinese had a two-mile stretch of the main service road—the only road—zeroed-in with heavy mortars and machine guns. They commanded every inch of the high ground to the north. They prob-

ably thought they commanded every inch of the lower ground to the south. But they had reckoned without Able Able.

From his command post, Captain Barrow surveyed the bloody ridge below him, the ridge he had struggled up. Captain Barrow's eyes were streaming.

"I started up this hill yesterday with 223 men," he said. "This morning, I could muster only 111 men. My boys came up this hill on blood and guts alone. Some of my boys came up this hill knowing full well they had but minutes to live. They didn't hesitate a second. They assaulted. It's a miracle anyone got up this hill at all.

"The goo-goos had potato-masher grenades. They could throw them further than my boys could throw our grenades. But my boys were more accurate. My boys stood right below this CP and for thirty minutes they did nothing but throw grenades up the hill, while the goo-goos were throwing those potato-mashers down on us."

The captain stood up, braced against the wind, and walked around to the other side of the peak, where he could look down on the road.

"My first platoon circled through the woods down there and flanked this hill. I lost the best platoon sergeant I've ever had on this hill. He stood right up and knew he was about to die, but he walked up this hill.

"I don't know what they call this hill. All the map shows is that it's 3,500 meters high. Tacking a number like that on this hill doesn't sound right. If I were naming it, I'd call it 'Snow-and-Blood Hill.' I'd name it that because that's what it is."

Captain Barrow paused, then spoke softly, so that the piercing wind almost whipped his words away:

"This is the best damned company in the division, and you can put that in black and white."

There was no mistaking the tears this time.

The Detective Gets His Man

By Sgt Allan G. Mainard, USMC

The fast-shooting, hard-hitting private eye of fiction has a counterpart in Marine Corps Corporal Jean E. Bartels of Chicago, Ill., a machine gunner and former private detective, who was attacked by infiltrating Communist troops west of the Chosin reservoir.

Bartels was sitting on the edge of his machine gun pit when a Communist soldier opened up on him at point-blank range with a rifle. Rolling down the hill, he counted the shots. When the Chinese had emptied his weapon, Bartels leaped to the attack and charged with his bayonet.

That proved his undoing.

The tough, chunky Bartels grabbed the enemy's hand and started forcing the bayonet into the soldier's stomach. "While I was finishing off the first Chink, his buddy ran up with a shovel and began beating me on the head with the sharp edge. I couldn't leave one for the other and the rest of our guys were busy."

Then, just as Bartels gave the bayonet a final shove into the Chinese soldier, he was flattened by an especially heavy blow.

"I got mad then," Bartels said. "I managed to get to my feet and worked him over with my fists. He was a sucker for a right hook. While he was getting up I got back to my gun and put him down for the count permanently."

Battered and bloody, Bartels refused to leave his gun

during the remainder of the night, during which he cut down scores of charging Chinese.

Next morning he was sent to the aid station for treatment and evacuation. Bartels' casualty card read "Lacerations, scalp."

To the raised eyebrows of the corpsman who treated him, Bartels only said, "You should see the other guy."

It's A Long Way Back

By TSgt George S. Chappars, USMCR

A cool-headed young Marine escaped and fought his way single-handedly through enemy lines after three days and two nights as a prisoner of the Chinese Reds.

His sharp-eyed observation of the enemy's location led to their destruction later, Marine officers said.

The young Leatherneck, suffering only mild exposure and shock despite the cold and the beating he had taken from his captors, staggered into a Marine front-line position and collapsed as a rifleman said: "Take it easy, buddy. You're home now."

The ex-prisoner, Pfc. Richard E. Barnett, of Mobile, Ala., fell into enemy hands as he drove along a mountain road one night. A radio jeep driver, he had brought one vehicle in for repair at the main Marine position and was returning to his post in the mountains in a borrowed jeep when the Reds ambushed him.

"I learned later I had taken a wrong turn at a fork in the road," he recalled. "I had gone maybe two and a half miles when several automatic weapons suddenly opened up on me. I dove for a ditch. Their first blast got the motor, the next smashed the windshield.

"When I jumped from the jeep, I dragged my carbine with me, but it stuck. I jerked it free, finally, and the next I knew the Reds were firing inches over my head as I lay beneath them on the embankment of a railroad bed. I could feel the muzzle blast of an automatic rifle on my face.

"After a few minutes, three of them got up and started down the bank. I knew they would see me. I raised the carbine and fired; the next shot was an empty little click. I realized the clip of ammunition had fallen out when I jerked the carbine from the jeep. . . ."

The Reds grabbed Barnett and beat him with their rifles, but the heavy winter parka he was wearing saved his life. They took his carbine and marched him off into the darkness.

After a while they stopped and one Red stood guard on the young Marine while the others began digging a hole. He was convinced that they were digging his grave, but it turned out they were only digging in for the day.

There followed a series of searches. They passed him along to another group of Red soldiers, who took his wristwatch, all the money from his wallet, his family pictures, all his heavy clothing, his cigarettes and lighter, matches, and—after an argument in two languages followed by another beating—his wedding ring.

One group kept him in a farmhouse where they holed-up for the day. They slept on padding on the floor, but kept him sitting in a corner. His requests, in pantomime, for water and food were ignored.

"Did you ever pray that an artillery shell would land in your lap?" he asked fellow Marines later. "I did, that night. These Reds sat on the floor and ate some kind of dried beans from sacks slung over their shoulders.

COMBAT IN KOREA

Crunch, crunch, crunch . . . smack, smack, smack their lips went. Funny how little things bother you. That wasn't too bad, I suppose, their lips smacking, but it got me. I kept praying for one of our shells to land near-by and get them, too.

"Sometimes one would land close enough to jar open the door, but the Communist soldiers just closed it and went on with whatever they were doing.

"The next morning a Communist tried to question me. He managed a few words in English, but I pretended mostly not to understand.

"He asked me how many tanks we had in the valley and I finally named a big number—awfully big—and he turned to the others in the room and repeated it in English. Each one turned to the guy next to him and said it; they passed it right down the line and didn't ask again."

The Reds took Barnett along the next night when they went out on patrol, leaving him near a road with a guard until they returned in the early pre-dawn hours. Then they took him to a root cellar piled high with captured American rations.

At least four Commies were in the root cellar all day, guarding Barnett and the rations, which they refused to give out to other Red soldiers who came to ask for food. Once they asked Barnett with gestures whether a large can of coffee was good to eat and apparently believed him when he shook his head negatively.

Later his guards asked him whether a large carton of canned beans was food, and Barnett nodded 'yes.' They tried vainly to open a can, then motioned for him to do it.

"The others who had searched me had left me my little ration can opener—I'm keeping it as a souvenir—and I used it to start opening the can.

"When I had it partly opened I tried to sneak a sip

of the juice, because all I'd had to drink for a long time was an occasional dab of snow. But they stopped me. When I finished opening the can, the Reds ate some of the beans and offered me nothing. I was too mad to ask for anything, so I just sat there.

"Later they gestured towards a carton of crackers, and I indicated they were good to eat. They broke it open and gave me a package, but I couldn't eat much. I was too dry.

"That night—the third night—the Chinese took me with them when they went out to attack our lines. All the daylight hours while I was a prisoner I kept thinking maybe I could get away at night. Well, along about three in the morning I saw my chance. Several were walking guard on me, but all except one soldier got out ahead and a line of their troops to my right was fifty yards or so away.

"When my guard and I started across a dry creek bed I slipped and fell. My hand jarred some rocks and closed on a good heavy five-pound boulder. As I rose I brought the rock up and around and hit this guy smack in the face.

"I took off like a deer down the creek bed. The troops behind me opened up with their rifles. I could hear bullets whiz by as I rounded a turn in the creek and kept going.

"Soon I was winded. I couldn't go any farther. The high altitude of the mountains got me, I guess. I saw a root cellar and dove in, without knowing whether anyone was inside or not.

"Inside was an Army blanket—a godsend for me. I buried my face in it to muffle my heavy breathing, hoping that nobody would be able to hear me if they came searching.

"About twenty minutes later one of the Reds came in and began rustling around near me. I was still breathing hard; I tried to hold my breath.

"He touched my knee with his hand. I sat as still and stiff as I could. He felt my knee more carefully, then chop-chopped out of there. He must have thought I was dead.

"I felt he was almost right, at that—I was nearly frozen in my thin clothing. The inner lining of my mountain boots (why the Reds left me those I don't know) were slabs of ice when I got back to our lines.

"But I knew I had to move out. It wasn't daylight yet, but it was beginning to get light. I looked out. No one was in sight. I wrapped the blanket around my head and shoulders and stepped outside. Too late I saw a column of troops coming along. They were almost upon me. I waited for them to pass, then saw another column coming from the other direction. I stepped into the first column and walked along with them, trying to imitate their walk. Luckily, they didn't recognize me in the dark.

"After a little, I saw we were coming to a farmhouse so I stepped out of column, walking slowly to let it get away, and went up to the house. I picked up a bundle of firewood, making sure my blanket didn't slip, and started off in the direction I figured was right for our lines.

"I came to the road and the railroad alongside it, and followed these for awhile. There were troops and stragglers everywhere. Once, when no one else was around for a minute, I had a close call. I saw a wounded Red sitting in the road and groaning. I felt sorry for



him and went up to him. He looked up and must have seen my face; it was light enough now.

"He fumbled along his left leg for something. I figured he was after a weapon. I hit him with a rock. I was afraid he would cry out.

"Now I knew I was getting close to our camp in the valley and began to have hopes of getting away safe. But some people opened up on me with rifles as I crossed a field, so I dove face down on the ground. After a while I figured I had to move or freeze to death, so I stood up and walked on. They began firing again, so I went down once more.

"Every fifty or hundred yards we repeated that. I never did find out who was firing on me, or where they were.

"After a few minutes I saw what I figured must be one of our front line positions, across a field, yet I couldn't be sure. Anyway I was going to have to go close to a hill where there seemed to be hundreds of enemy troops, to find out. I crawled towards the Marines. They saw me and kept yelling something, but I couldn't tell whether they were talking English or Chinese.

"All I could think of was to shout back, 'Who's that up on the hill?'

"Finally I heard these fellows clearly. A moment later, as I ran towards them, one said, 'You're home now, buddy,' and I guess I went to pieces.

Humor Along the Line

By TSgt E. M. Green, USMC

Wars are won by youngsters. In the process of winning them, however, the youngsters mature in a very short time.

Moving forward with the column of Marines fighting their way from the Chosin Reservoir to Hamhung, you could hear many a profound observation coming from the younger generation.

As a group of Marines passed an American convoy that had been ambushed 10 days earlier and saw the total destruction, war-born philosopher with a rifle said to nobody in particular: "I'm sure glad I learned to type in school, or I might have been driving one of those trucks."

"Boy," said another Marine to his buddy, "the next guy that tells me to save my money for the future is going to get it right in the head."

A few moments later in almost the same location, a mortar dropped in, killing one Marine and injuring another. A third Marine, about 19 years old, looked at his buddy and said quite seriously, "You know, when I get back home, I'm going to pick out the girl I want, marry her, and settle down. No more of this running around for me. This stuff doesn't last forever."

A Kid With Guts

By Sgt Clifford T. Sell, USMCR

Veteran MSgt Oscar U. Cowart, of Statesboro, Ga., gruff top-kick of the 7th Marines' 4.2-inch mortar company, stretched out a weary leg and said over his cigaret:

"A story? I'll give you one. It's about a young kid with guts. Plenty of what it takes to be a real, fighting Marine!"

"It all began the night the stuff hit the local ventilating system. The gooks—and they were Chinese gooks—

had slipped behind us and cut off the (Chosin) reservoir road.

"We were all in firing position alongside the Second Battalion when 600 of the yelling, bugle-blowing so-and-sos swept down the hill, across the river and into the first platoon's area on the side of the road."

Cowart twisted to a more comfortable position and was getting tense as he continued:

"We'd had some warning they were coming. Minutes before, the gooks hit Baker Company up forward and Baker's wounded began straggling through to the Second Battalion aid station.

"And smack at the tail of the line of wounded were three Chinese soldiers, a raiding party that had worked into our perimeter with the wounded.

"Remember," he said, "it was dark that night, darker than the insides of a miser's billfold. That's how they got in. Then they started raising hell with hand grenades."

Cowart's eyes took on a soft look:

"It was then that this kid, Private First Class Billie Bradshaw, of Toledo, Ohio, showed the stuff he was made of.

"Unarmed—he put down a wounded man he was carrying—he rushed to the nearest gook and beat him to death. Yeah, the kid beat him to death with his bare hands.

"And that wasn't all. Grabbing the gook's body, he hurled it at the two oncoming Chinese and knocked them back over the river bank. All this, and the kid was only a 165-pounder. But he had guts."

"The wounded got through safely after that raid was broken up," Cowart continued. "Then Bradshaw grabbed a carbine and took off to rejoin what was left of his company.

"He was killed later that night, November 2 it was, when Baker Company went back and took the high ground they had given up.

"Did you get that name? Private First Class Billie Bradshaw, of Toledo, Ohio. He was a kid with guts."



TAFFRAIL TALK

ALL HANDS was about to confer a Medal for Intrepid Photography on a man who sent us a picture from USS *Charles S. Sperry* (DD 697). It showed two men gingerly passing a shell up from below-decks.

Sperry, we learned from the picture caption, was taken under fire by a three-inch shore battery at Sonjin, Korea. "The first salvo was short," said the caption, "but the next two were hits. *Sperry* quickly returned the fire and destroyed two gun emplacements. But one smouldering 13-pound shell stopped, unexploded, in *Sperry's* 40-mm. magazine."

Discovering the hot projectile lying in one of the ammo racks, Norman R. Parks, GMC, USN, quickly passed it up the "scuttle" to James J. Roden, SN, USN, "who threw it over the side in a matter of seconds."

Those last words had us stumped, because the picture clearly



showed Parks and Roden obligingly posing for the camera, the shell in their hands and smiles on their faces.

We could imagine that anybody whose attitude toward life was so crass as to pick up a hot shell would also have no qualms about posing in the process, but we couldn't figure the photographer's angle. While this bit of derring-do was sure to bring some kind of Navy recognition to Parks and Roden, the poor photographer would just as surely get nothing.

Out of sympathy, we were about to figure out some kind of a medal, possibly one with tissue paper and a three-inch projectile hanging from it, to award to the photographer. But just in the nick of time we realized the "shell" in the picture was a perfectly safe (and cool) American shell, one of the destroyer's own. Near the end of the caption it reported that Roden had long since heaved the Korean species into the drink.

With that in mind, we all took out our combs and smoothed our hair down again.

* * *

A quick check of enlisted files reveals some very appropriate names. In the Navy we found 11 with the last name of Sailor, seven Sailors, three of Bluejacket, and more than 100 named Seaman. In the Corps are seven with the last name of Marine—but nary a one with the handle of Leatherneck.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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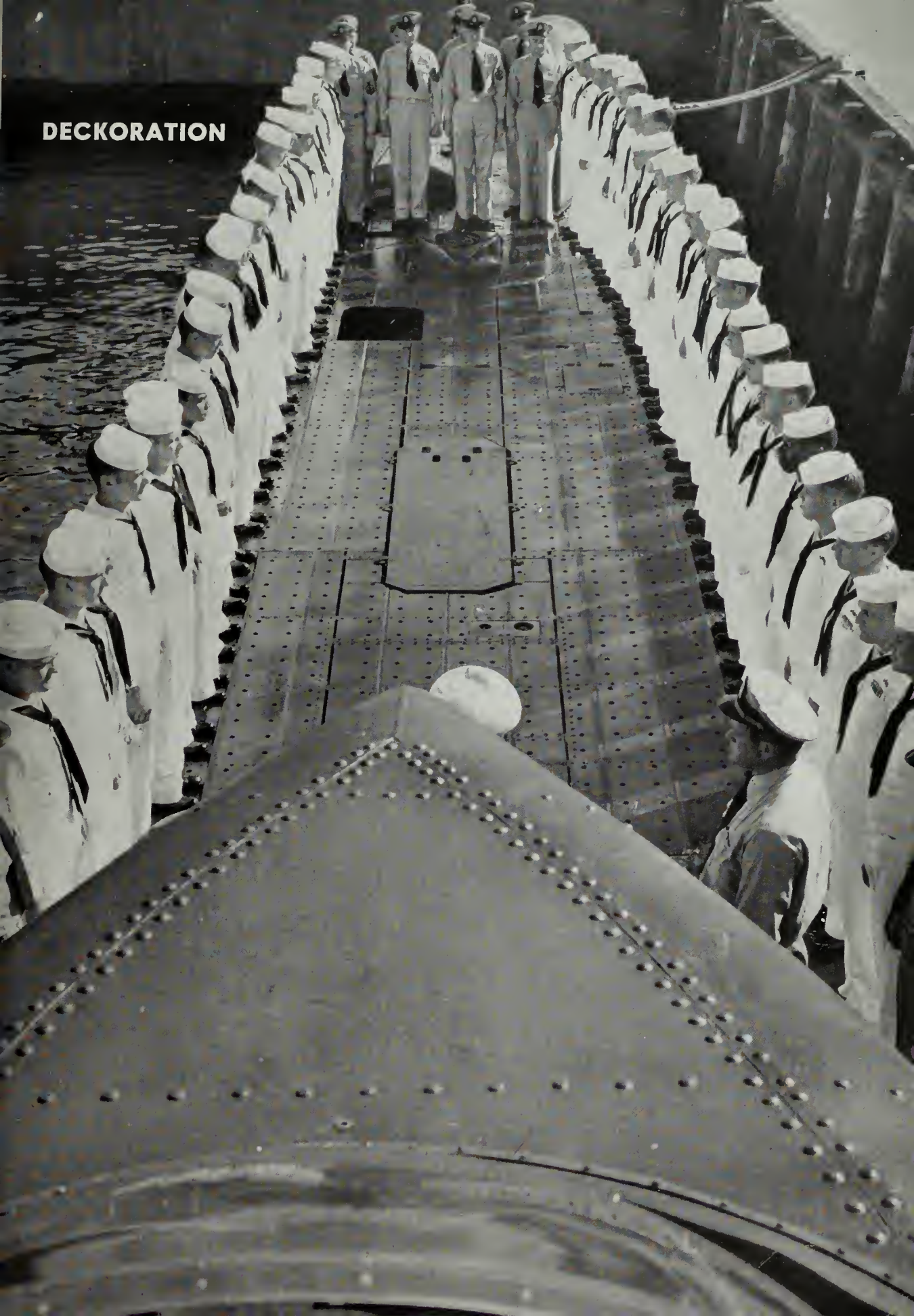
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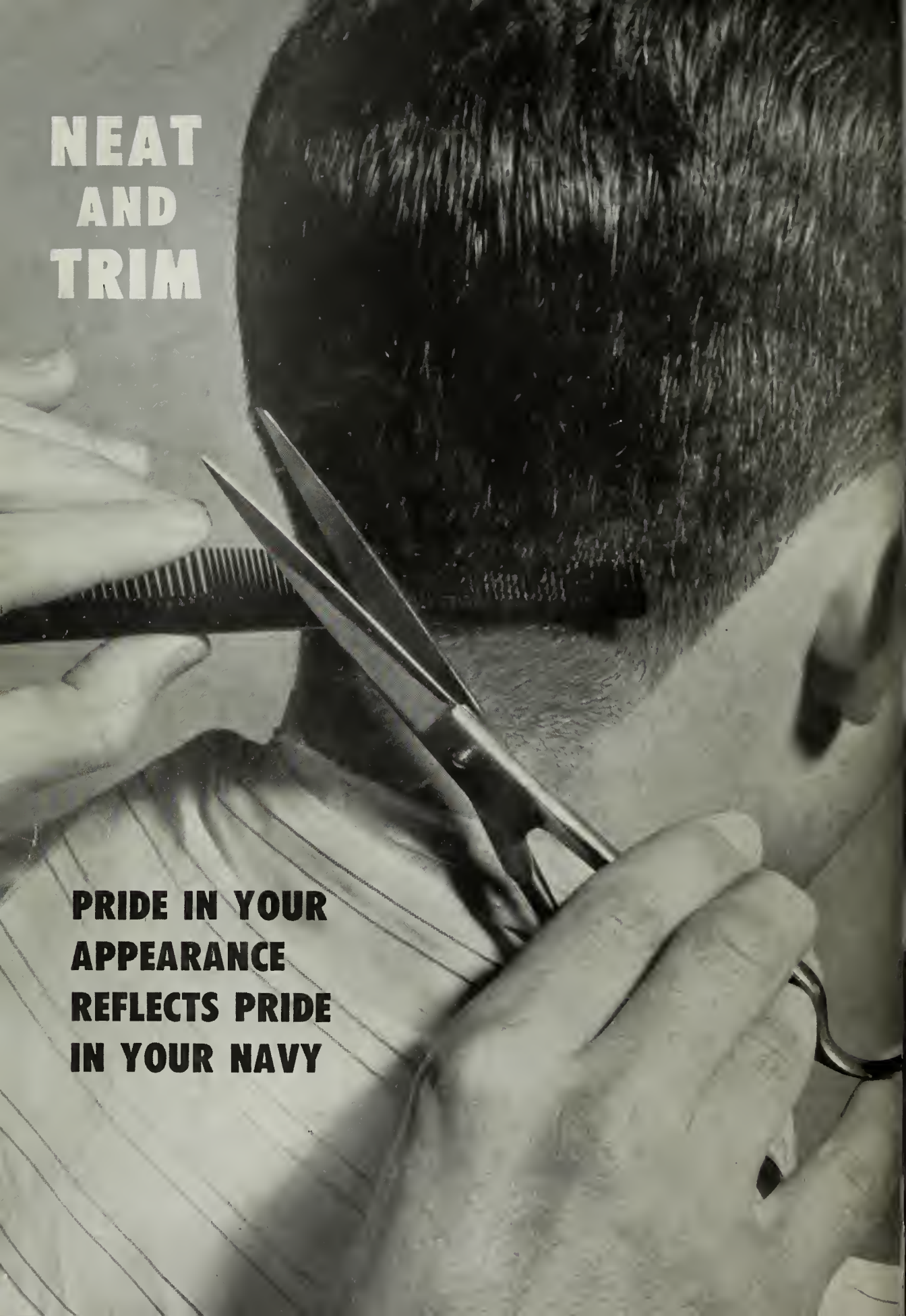
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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Navymen of the submarine USS *Pickrel* (SS 524) farm in ranks on the bow of their ship at the Submarine Base, Pearl Harbor, to receive Submarine Combat Insignia for a successful war patrol they completed in Korean waters. ➔

DECKORATION





**NEAT
AND
TRIM**

**PRIDE IN YOUR
APPEARANCE
REFLECTS PRIDE
IN YOUR NAVY**

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
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NAVPERS-O

MAY 1951



**ARMED
FORCE**



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

May 1951

Navpers-O

NUMBER 411

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● FRONT COVER: Razor-sharp and sea-breeze fresh, Newall Learned, MA3, USN, squares away his jib for smooth sailing ashore.—*All Hands* Photo by Walter G. Seewald.

● AT LEFT: Thirty minutes each morning are spent doing exercises as basic trainees start their Navy life at the Naval Training Center, Great Lakes, Ill.

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated.



EGGBEATERS can land on a dime if necessary. Here one touches down on No. 1 turret of USS *Albany* (CA 123).

'Copters Have Vital Role in Korean Action

LYING HELPLESSLY aground within sight of enemy troops, the battered Thailand frigate HMFS *Prasae*—a unit of U.N. forces in Korea—was in a tough spot. Fires on the ship had prompted part of her crew into leaping into the icy waters and swimming to the enemy-held shore. Now they hovered on the snow-covered beach, shivering uncontrollably in the sub-zero cold. Crewmen on board *Prasae* were only slightly better off. At any moment they expected enemy shells to smash into the vessel.

Rescue by other U.N. ships was impossible in the treacherously shallow water. But there was one method of evacuation still to be tried—rescue by helicopter. The task fell to pilot D. W. Thorin, AMC, USN, on board USS *Manchester* (CL 83), standing off to seaward.

Thorin took off from the cruiser's stern in his HO3S-1 helicopter, loaded with a doctor, blankets, and a can of hot soup. Landing on the hard-frozen snow, he quickly picked

up the two worst casualties—some of the Thailand sailors had been injured while swimming ashore, and all were suffering from shock and exposure—and whirled back to *Manchester*.

Personnel from the cruiser were ferried ashore to assist in rescue operations and to find out if *Prasae* could be salvaged. Shuttling back and forth between ship and shore, Thorin gradually reduced the number of half-frozen men huddled on the beach.

Time became precious. Several sailors were so stiff and cold they could barely move. A few hours more in the bitter cold and they would freeze to death. Despite a barrage laid down by U.N. warships, enemy troops edged closer. When

his gasoline supply dwindled, reducing the weight of the helicopter, Thorin began carrying three men per trip.

Finally all of the "beach party" had been landed safely on board *Manchester*, and Thorin turned to the Thailand sailors still on board *Prasae*. Tricky air currents around the stricken vessel made this especially ticklish work. Earlier, another helicopter flying in to aid the vessel had crashed and burned on *Prasae*'s superstructure, starting fires on the ship. Thorin carefully lowered his 'copter over the vessel, and began hoisting men on board. Flying almost continually, he finally completed his one-helicopter airlift of the vessel's entire crew—some 120 Thailand sailors, plus nine Americans.

Rescues such as this one are typical of the magnificent work of helicopters in the Far East. Ranging all over the battlefield and far out to sea, the weird-looking craft saved the lives of hundreds of crashed pi-

**On Far East Battlefield
And Out at Sea, They
Are Capable of Many Jobs**

lots, or wounded and marooned personnel. In World War II when a pilot crashed behind enemy lines his chances for survival were slim. It's a different story today.

When a carrier fighter plane was shot down 80 miles inside enemy territory, Captain Victor A. Armstrong, USMC, hopped into his helicopter and went out to get the downed pilot. Arriving in the area, Captain Armstrong circled at treetop level, soon sighted a mirror flashing among the trees. Despite the possibility of an enemy trap he moved in close, landing on the rough terrain to pick up the injured pilot. Although two enemy riflemen fired continuously at the helicopter, the rescue was completed without mishap.

On another occasion a light observation plane occupied by two Army spotters was forced down and crash-landed on the side of a steep-walled canyon. Marine helicopters piloted by Captain Wall D. Blatt, USMC, and First Lieutenant Charles C. Ward, USMC, flew across miles of enemy territory, made a hair-raising landing on the side of the steep ravine and picked up the two Army officers.

Not all helicopter rescues have been accomplished so smoothly. When Lieutenant (junior grade) Charles E. Jones, USN, dropped his 'copter behind enemy lines to pick up the pilot of a crashed plane, the downed aviator waved him off frantically. Almost too late, Jones pulled away as a fusillade of bullets ripped through the thin-skinned craft, puncturing the gas tank. Jones nursed the helicopter toward Kimpo airfield, but was forced to crash on an island in the Han River before reaching there. Although it's generally considered nearly suicidal to fly a helicopter at night, Captain Armstrong took off in another helicopter after dark, located the island, picked up the survivors and returned safely to his base.

What makes it so difficult to fly a helicopter at night is that the "whirlybird" is an inherently unstable craft. To control it, both hands and both feet are constantly in use. A conventional plane will usually continue to fly level for some time if the controls are released, but a helicopter will topple out of control if the pilot lets go of his controls for an instant. Helicopter pilots maintain level flight by watching the terrain below and their instruments. At night, when the ground is not visible, 'copter flying is extremely hazardous. A newly developed automatic pilot should change all this. This instrument—not yet installed on operational helicopters—will automatically keep the helicopter on a level keel. It's expected to greatly decrease pilot fatigue, and make it possible to operate helicopters under more varied conditions.

Another hazardous night helicopter flight was logged by Lieutenant Francis Yirrell, USN, with Lieutenant Richard Stephansky, USN, acting as navigator. The two officers volunteered to evacuate a severely wound-



HARRIED Thailand sailors, their ship aground lie waiting for rescuers.



FRIGATE Prasae rummed aground during snowstorm off coast of Korea.



'COPTER-BORNE rescue team gives aid to Prasae's injured (right), then prepares to leave as the enemy closes in.



AIR-SEA RESCUE is only one job handled by the versatile helicopter. Left: A survivor is plucked from a raft during a demonstration. Right: Marine 75-mm. howitzer crew is ready to open fire one minute after jumping from 'copter.

ed officer from the front lines when transportation by other means was impossible. Flying in pitch darkness, Yirrell finally spotted the headlights of a jeep and went in for a landing. Leaving his navigator behind, Yirrell picked up the wounded officer and a doctor, flew back to his base. The wounded officer lived.

Helicopters twirl almost constantly in daylight hours between the battle lines and rear areas. On trips to the front they haul everything from high ranking officers to ammunition and blood plasma. On return trips they bring out the most severely wounded, carrying two men strapped in wire baskets on each side of the 'copter's fuselage. Medical officers estimate that hundreds of lives have been saved by the whirlybirds. They say that many severely wounded men could not have survived a jolting truck ride back to rear area. Others would have died before reaching the operating table if slow ground transportation had been used.

One of the busiest helicopter outfits in Korea has been Marine Observation Squadron Six, attached to the First Marine Division. During the first six months of the Korean campaign helicopters of the squadron rescued 26 downed airmen—nearly all of them from behind enemy lines—and evacuated over 550 critically wounded Marines from forward positions. This was accomplished in addition to flying hundreds of other reconnaissance and supply flights. "Sometimes I don't know how they

do it," said Major Vincent J. Gottschalk, USMC, skipper of the outfit.

Captain George Farish, USMC, is one of the top "life saving" helicopter pilots in Korea. Typical of Farish's work is a rescue that took place on a mountain road west of Wonsan. More than a score of Marines had been wounded and were hastily being treated by a doctor and a few corpsmen. Captain Farish dropped his 'copter down, loaded the two most serious casualties, and rushed back to the Wonsan airfield. For the next five and one-half hours he shuttled back and forth, carrying out the wounded. Each time he took off and landed on the mountain road enemy troops opened up on the helicopter. Bullets whizzed by, but neither Farish or his passengers were hit.

Captain Farish was particularly worried about one young Marine. He had three chest wounds and both arms were broken. "He was just a kid," says Farish. "A terrific blast must have hit him, because his jacket was blown off." Later a medical officer on a Navy hospital ship told Farish: "You got him here just in time. Fifteen minutes more and he would have died."

While thus far the greatest value of the helicopter in combat has probably been in rescuing personnel and speeding the wounded to rear areas, they have proved to be amazingly efficient at a wide variety of other tasks. Some of these:

- Marines are using helicopters for moving and posting security pa-

trols at advanced stations. Instead of foot-slogging over miles of rough terrain, patrols are air-lifted to advanced positions, lowered by hoist line if unable to land. Later they may be picked up and moved to other areas.

An example of the value of the helicopter in this type work was demonstrated last summer, when a marine patrol was ordered to scale a mountain and capture a small radio station atop it. It had to be done in a hurry, as enemy troops were reported to be headed for it also. The boiling Korea sun was too much for the mountain-scaling leathernecks, who fagged out with heat prostration. A



FLIGHT OF HO3S Helicopters passes overhead. To control a 'copter like these a pil-



PLANE GUARD helicopter swings in for a landing on USS *Philippine Sea* (CV 47) after launchings (left). Right: Marines rush from an HRP-1 'copter to form a patrol which will probe the enemy's lines, may then re-embark in 'copters.

helicopter scooped up the patrol and dropped them off at the station. The enemy troops were still far down the mountain.

- Isolated units are often completely supplied with food, water, ammunition and other critical items by helicopter. The wounded are carried out on return trips. On occasion, small isolated units have been supplied with a complete, steaming hot meal—courtesy of the helicopter.

- Helicopters are used constantly in Korea for artillery spotting and reconnaissance. The slow-moving 'copter can leisurely search every foot of ground, coming to a complete stop for a closer look if neces-

sary. Operating with the forward elements of security patrols, helicopters scout the area ahead, then dash back and inform the patrol what lies in front of them. Working with artillerymen and naval gunners, helicopter spotters select the best targets, pinpoint gunfire.

- The Navy is using helicopters extensively for anti-submarine patrol work, and for delivering passengers and mail between ships underway. Formerly destroyers had the job of delivering mail to ships and transferring passengers via breeches-buoy. It was a time-consuming, tedious task. Nowadays helicopters do the same thing in a fraction of the time.

The helicopter is even changing the silhouette of many of the Navy's capital ships. Scout planes on all the Navy's cruisers and battleships have been replaced by helicopters, and future vessels of these types will be built without the familiar stern crane and catapult. Not only has the helicopter eliminated the need for this equipment, but it has greatly simplified the problem of launching and recovering aircraft. When seas were choppy, skippers had to make big sweeping turns to create a slick for the plane to land on, then laboriously recover it from the water with a sled and crane. The helicopter simply drops on a stern platform, eliminating any need for the vessel to change its course or speed.

The use of helicopters in addition to destroyers as "plane guards" during carrier operations off Korea and

elsewhere have proven to be of considerable psychological as well as practical value. The 'copter can pluck a downed pilot from the water almost before the destroyer can change course. Sight of the whirlybird hovering near the carrier is comforting to pilots making landings.

When a pilot goes in the drink during carrier operations, a helicopter can fish him out in two to four minutes, depending on weather and the sea—and how quickly the ship can maneuver out of the way.

If the pilot is uninjured, rescue is simple. The helicopter quickly moves over the man in the water and lowers the hoist line, which has a loop at the end. The dunked pilot thrusts his head and arms through the loop and is hoisted on board by the helicopter's power winch. Sometimes, however, rescue is not so easy.

When Lieutenant John J. Monahan, USN, piloting a helicopter from USS *Leyte* (CV 32), attempted to pick up the pilot of a *Leyte* plane that had crashed on taking off for a Korean patrol, the injured man was unable to fasten himself in the sling. The pilot probably would have drowned had it not been for some quick action by Daniel Cherry, AN, USN, the helicopter crewman.

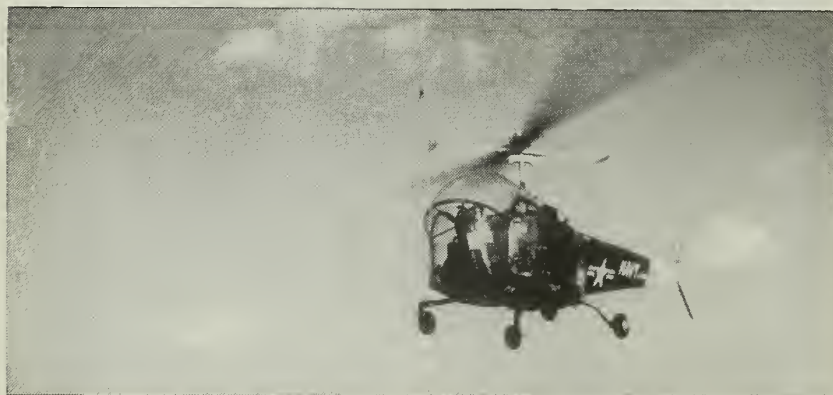
Realizing the injured man could not survive long in the rough water, Cherry dived out of the hovering 'copter into the sea, swam to the dazed pilot and fastened the sling around him. Lieutenant Monahan, unable to let go the controls and get



must use both hands and both feet constantly to keep the craft in level flight.



HOVERING helicopter picks up an officer from deck of USS Missouri (BB 63) at sea. For safety, man is cradled in a sling and wears his Mae West life jacket.



NEW TYPE helicopters, plastic-domed HTL-4s (above), are appearing in the Fleet. Below: 'Copter gets ready for "drop" on fantail of USS Keppler (DD 765)



the injured man inside, was forced to leave Cherry in the water and returned to Leyte with the injured pilot dangling from the hoist line. Ten minutes later he returned and picked up crewman Cherry. "That was an awfully long 10 minutes," says Cherry.

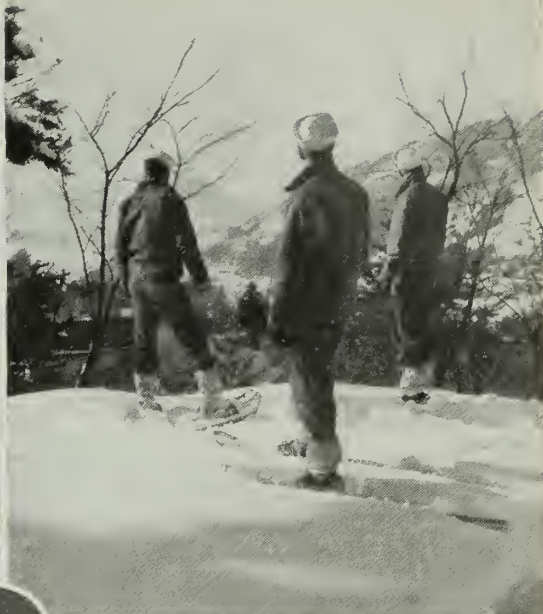
A slow-moving helicopter is no place to be when enemy jet fighters are around, but a whirlybird in the hands of a capable—and scared—pilot can go through some weird gyrations when the pressure is on. Lieutenant Raymond A. Miller, usn, proved this in what was probably the first clash between a helicopter and jet fighter. Lieutenant Miller was flying deep in enemy territory on a rescue mission when three Russian-type MIG-15 jets showed up. His helicopter, with two passengers on board, had just left the ground when the jets pounced on it. Miller maneuvered the 'copter violently to get out of the path of enemy fire. They missed.

The blazing speed of the jets made it impossible for them to reverse course and quickly make a second start at the tiny craft. Before the jets could return for another run, Lieutenant Miller scooted his whirlybird out of sight, speedily returning to his ship.

A new type of helicopter has been delivered to Korea to supplement the venerable HO3S, which has been in use since the early days of the struggle. The new 'copter—the tiny HTL-4—arrived in Korea six days after leaving the factory. The craft had been partly disassembled, loaded on cargo planes, and flown one-third of the way around the earth. Crewmen and mechanics accompanied the new helicopters in another plane.

Flying an eggbeater takes a great deal of training.

Helicopter pilots require more extensive training than pilots of conventional aircraft. To qualify as a 'copter pilot, personnel must first be designated as heavier-than-air pilots, then undergo about 11 hours dual training in the HTL-1 helicopter. After logging 23 hours of solo flight in this type, they graduate to the HO3S-1. Spending 11 hours in the craft under the eye of an instructor, the pilot then begins clocking solo time. Pilots must have a total of 75 hours solo flight time in helicopters before receiving shipboard assignment.—Earl Smith, JOC, usn.

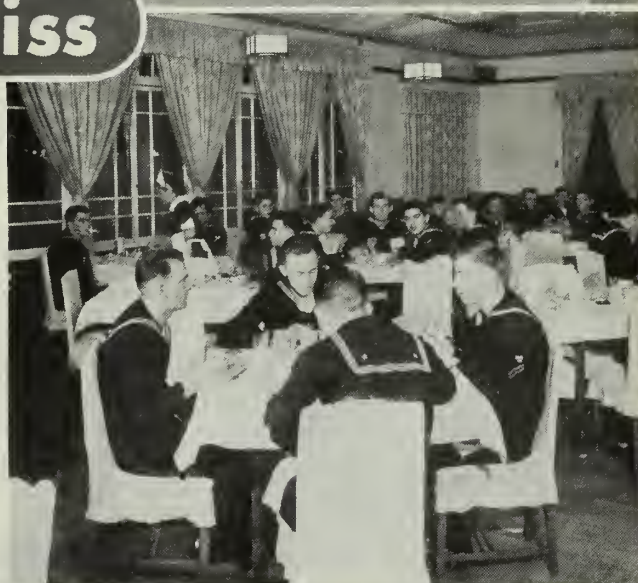


Bluejackets' Bliss

LUCKY SAILORS on a short leave in Japan can now spend it at one of nine comfortable Army rest hotels scattered about the main island of Honshu.

At one of these camps a bluejacket can swim, ski, ride horseback, go for a hike, play golf, ping pong, badminton or basketball—or just loaf.

Hungry, all he has to do is walk a few yards for a grand meal served in the best style. When tired he can hit the hay with no thought of morning reveille.



VACATIONING Navymen (upper left) try beginners' slope at Kambayashi, one of the rest camps. Reading clockwise—Snowshoed sailors take in a view. Quartet enjoys the chow. Four horsemen pose for a photo on the trail. Still wet from a dip, men frolic in the snow.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **RECRUIT TRAINING** — Training for recruits has been increasing from nine to 11 weeks. The extension of training affects those classes which have reported to training centers since 1 Apr 1951. BuPers also announced that the practice of granting recruits 14 days leave following graduation was reinstated in March. This practice had been discontinued last summer.

Recruit training was reduced from 11 to nine weeks in January 1951 due to the critical need for personnel afloat, and to the limited capacity of recruit training centers.

Recruits will now be granted leave from either the training center

or the receiving station or continental shore station to which ordered for further assignment. Taking this leave is optional, and the amount earned while in training will be counted as accrued annual leave.

• **REDUCED RAIL RATES**—Railroads have extended until 31 Jan 1952 reduced rail rates for all military and naval personnel on authorized leave, according to Alnav 24-51 (NDB, 31 Mar 1951).

The reduced round-trip fares are based on a rate of approximately two cents per mile—federal tax-free—as originally announced in Alnav 7-51 (NDB, 31 Jan 1951). Personnel

are subject to the same conditions as previously, in that they must be in uniform, traveling at their own expense with leave papers, pass or liberty card.

Tickets are good in coaches only within 90 days of the purchase date. The usual stop-over and baggage privileges are allowed.

• **EXCISE TAXES**—Activities operating on non-appropriated funds in the United States, Alaska and Hawaii are required to pay special Federal excise tax on coin-operated music and amusement machines, bowling alleys, billiard and pool tables.

A tax is due on each bowling alley, billiard and pool table in operating condition—regardless of location and whether or not a change is made for its use. Billiard and pool tables located in hospitals are exempt from tax if no charge is made for their use.

Further information is given in BuPers Circ. Ltr. 48-51 (NDB, 15 Apr 1951).

Chief Retires After Spending Almost All of 31 Years in Submarines

Here's a man who has spent more time under water than most sailors spend on top. Also, he spent more time in the Navy as a *chief* than most men spend in the Navy during their entire career.

Jacob Strosberg, ENC (SS), usn, is his name, rate and horsepower. U.S. Submarine Base, New London, Conn., was his duty station just before his retirement "on 31". Earlier duty stations included many other submarine billets; and his previous duty included 27 years as a CPO and five years at lower rates.

When Jake retired, personnel at the New London base gave him a rousing send-off. They presented him with a plaque that carried photographs of the Submarine Base and of submarines Jake had served aboard. The gift had been made by personnel in the base Engineering and Repair Department during off-duty hours. Jake's family was on hand to witness the impressive farewell presentation ceremony.

Submarine training was much different in 1918, when he took it, than it is now, Strosberg says.

He was billeted in a converted passenger ship while he went through sub school, and was given instruction at a commercial submarine-building yard which happened to be nearby at Groton, Conn.

The chief served continuously

in the Navy from December 1917 until this year, except for a two-year period after World War I. Except for a short period spent aboard the destroyer *uss Noa* in the early '20s, all of his duty was in submarines or connected therewith.—Dan Reilly, JO2, usn.



DEEP DUNKER from 'way back, Jake Strosberg, ENC(SS), proudly shows wife and daughter the plaque given him by his shipmates at New London.

• **MARRIAGE OF ALIENS** — Members of the armed forces who served during World War II—or persons holding World War II honorable discharges—may now bring certain alien spouses and unmarried minor children, previously not eligible for entry, to the United States under the provisions of Public Law 717, 81st Congress, as amended.

The new law temporarily relaxes restrictions on immigration to enable certain aliens to enter the country on nonquota immigration visas provided they can comply with the requirements. Persons of Japanese ancestry are included among those eligible under the law.

In the case of spouses, the marriage must have taken place on or before midnight 18 Mar 1952. To be eligible, prospective alien spouses must also have satisfactorily passed a local police check and a check by U.S. counterintelligence agents.

Illegitimate children, step-children and adopted children of races or nationalities not normally admitted are not eligible for entry under the provisions of this law.

• **REBURIAL OF KOREAN DEAD**—Navy deceased are being disinterred from Korean burial sites—in areas under United Nations control—and returned to the United States for final burial.

The remains of the first Navy deceased was disinterred and brought back in March. As conditions permit, others will be returned as quickly as possible.

This is part of the overall Department of Defense policy which states that United States personnel who have died and were buried in Korea, during the present conflict, would be returned to the U. S. for reburial in a national or private cemetery selected by the next of kin.

• **SUBMARINE TRAINING**—Three additional ratings will be accepted for training at the Submarine School, New London, Conn., if other qualifications are met, according to BuPers Circ. Ltr 31-51 (NDB, Mar 1951).

The additional ratings are stewardsmen in pay grade E-3, and first, second and third class radarmen and commissarymen. (For additional information on the submarine training program, see the article in *Bulletin Board* section.)

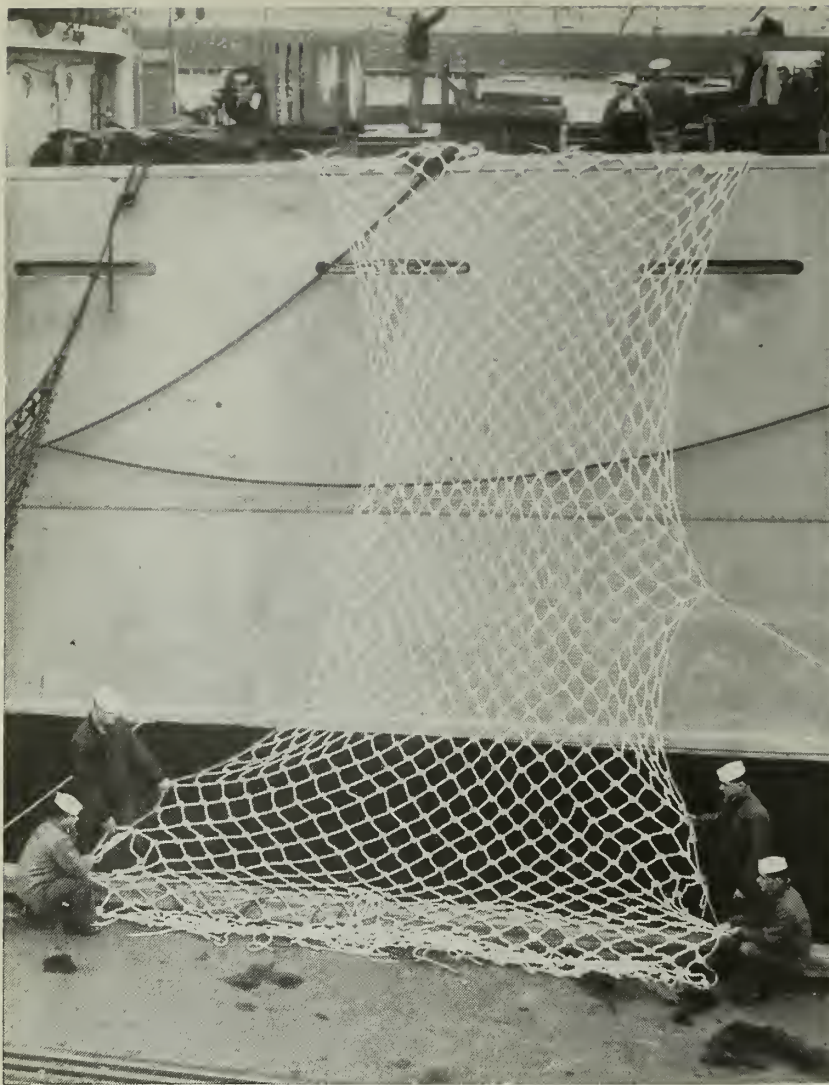


Typewriter Doctor

The merry clacking of typewriter keys echoes constantly from a two-room typewriter repair shop which has been set up by a chief instrumentman, Richard Robinson, IMC, USN, at CinePac headquarters, Pearl Harbor.

By doing the work in his shop instead of sending the machines out, Robinson figures he saves the Navy plenty in repair costs. In the shop (above) Robinson gives a typewriter a shot of oil spray. Center: Oven bakes on a new finish. Below: With his only helper, the chief gives one of his machines its final check-out.





SAFETY NET to catch droppage is rigged to a ship. Sailors of the Navy's cargo teams must not only unload supplies but truck them away as well.

GETTING cargo vessels and transports properly loaded on schedule is one of the major problems of the Navy in wartime, particularly when launching large scale amphibious operations. Thousands of tons of vital supplies of all types must be stowed in the holds of these vessels in their proper sequence. At the destination, these supplies must be discharged in a steady flow.

The highly important job of loading and discharging ships is the specific responsibility of the Navy's cargo handling battalions. Trained in all phases of modern cargo handling, they're experts at swiftly loading and unloading ships. Their operations include slinging cargo, use of fork trucks and cranes, rigging of ship's gear, operating ship's winches, stowage of cargo, handling heavy lifts, and shoring cargo.

Two of these battalions are currently in an active status. Cargo Handling Battalion No. 2 was trained under an intensive program by experienced officers of the Supply Corps at the Naval Supply Center, Oakland, Calif. Three small units of this battalion have already seen temporary duty in the Far East to further their practical training. The entire battalion has been assigned to Guam, where it will supplement the existing stevedore force.

This battalion is a self-sustaining,



NYLON LINE (left) is now being used for nets. Right: **RADM M. L. Royar** checks color guard at battalion inspection.

Cargo Handling

mobile unit. It is capable of operating independently when away from continental shores. When it moves into remote areas, the battalion is equipped to set up its own quarters, galley, and repair shops. It has its own medical, dental, commissary and supply personnel, as well as an administrative and disbursing division. The battalion carries several thousand tons of its own working equipment wherever it goes, including trucks, trailers, cranes, lumber carriers, fork lifts, nets, slings and other cargo handling gear. Accompanying this equipment are the shops necessary for maintenance and repair.

Some 504 enlisted personnel and 20 officers are assigned to the battalion. The enlisted personnel are made up of a wide variety of ratings, including builders, boatswain's mates, drivers, construction electricians, mechanics, cooks, bakers, butchers, damage controlmen, foremen, pipefitters, gunner's mates, metalsmiths, hospital corpsmen, quartermasters, storekeepers, stewards, and seamen. In addition to their regular duties, these men are taught how to fight a defensive action ashore, and are equipped with small arms and grenades.

Cargo Handling Battalion No. 1 organized by the Bureau of Yards and Docks during World War II as part of naval construction battalions. They had the job of performing stevedoring chores at advanced bases. Later it was determined that stevedoring was a function of supply, and the organization was placed under control of the Bureau of Supplies and Accounts.

As presently organized, a full-strength cargo handling battalion can furnish five hatch gangs, working simultaneously for two 10-hour shifts. They not only load and unload ships, but truck the cargo to or from supply depots and dumps. This outfit is capable of discharging 2,400 measurement tons of cargo during a 24-hour period. Roughly, that's enough supplies to keep an infantry regiment going for 40 days.

Organized and trained on the East coast, at Norfolk, Va., Battalion 1 has also sent some of its men to overseas bases for some on-the-spot experience.



QUONSET HUT is erected by men during realistic training exercises. Cargo handling battalions must be self-sustaining when they reach advanced area.



READY TO GO, members of Battalion No. 2, Oakland, Calif., line up for inspection. Below: Dry-land ship provides training for apprentice cargo handlers.



Sea Power and Korea



HOMEWARD BOUND escort destroyers plod through stormy seas on their way to the U.S. under the rotation plan.



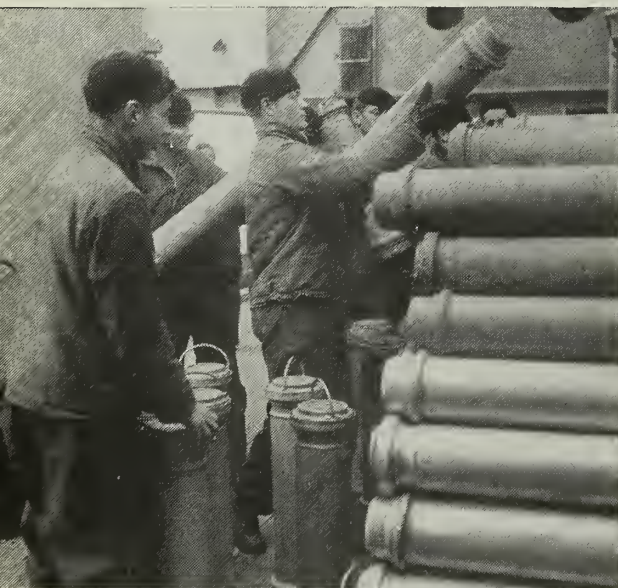
WELCOME BOAT, USS PC 581, flies classy banner as she pulls away from her Newport, R. I., pier to greet the four returning escort destroyers.

AS ACTION in Korea entered its 11th month, the Communist enemy was finding it costlier than ever to make gains against the experienced U. N. forces.

On the ground, the enemy was forced to sacrifice men at the rate of 10-1 or even 20-1 to capture a hill or town. He was defenseless against U. N. fighter planes and dive-bombers which slashed at him out of the sky.

And behind the lines — in North Korea — things also were tough for the Communists.

Every day allied communiqués



OFF KOREA, USS Missouri gun crew clears the deck. Right: USS McCaffery refuels from USS Palau (CVE 122).

told of more bridges, viaducts, factories, warehouses, railways, tunnels, supply dumps and gun emplacements blown to bits by a well-placed bomb or rocket. Some days, Navy, Marine and Air Force pilots (plus some British RAF planes) flew 1,000 sorties. The result has been well over 100 major bridges alone destroyed or damaged.

This bridge-busting campaign is part of a well-planned program of destruction which has been underway for three months. It is intended to cut every major route into allied territory and thus make offensive action extremely difficult.

The Navy's fast carrier Task Force 77, ranging up and down the Korean coast much like the famous Task Force 38, blanketed the China coast in World War II, could take credit for much of this rear-area damage.

The Navy divebomber, the AD *Skyraider*, was ideally suited for the task of bridge bombing and *Skyraider* pilots reported as many as eight hits out of 12 drops.

In addition to blasting the enemy during daylight hours, carrier-based planes have now also begun to paste the Communists at night. This calls for a special night-flying plane nicknamed the "heckler."

Heckler aircraft operate between dusk and dawn and are of three types: The dusk heckler which is launched from the carrier about sunset and lands aboard well after dark; the dawn heckler who completes his mission and lands aboard about sunrise; and the night heckler who works the dark hours in between.

The hunting is usually excellent. Enemy troops and truck convoys, which face almost certain destruction if they move during the day, must expose themselves to the hecklers at night. As a result, heckler pilots report destroying some 100 vehicles and eight railroad trains in two months of flying.

Another new technique developed by TF 77 is that of catapulting *Panther* jet fighters with a bomb load — a feat never before accomplished. The honor of being the first pilot shot off with a load of bombs in his plane went to Lieutenant Commander George B. Riley, USN.

Although these bomb-toting jets cannot carry loads potent enough to destroy a heavy steel span, they



PREPARING for another strike in the Navy's bridge busting campaign in Korea, Panther jet is refueled on flight deck of USS *Philippine Sea* (CV 47).



BIG GUNS of USS *Missouri* send a salvo toward enemy lines as a signalman blinks. Below: USS *Manchester* (CL 83) loads from USS *Paricutin* (AE 18).





MARINES cross river on tank in the central area. Right: A platoon leader uses telephone on back of a moving tank.

can lend a powerful assist to dive-bombers by taking care of the wooden replacement bridges which the Communists throw up after their permanent bridges have been knocked out.

While Navy planes demolished bridge after bridge in the enemy's backyard, ships of the Fleet were pounding his flanks with accurate shellfire.

In one typical operation, *uss Missouri* (BB 63), aided by its helicopter which hovered over the spot and directed fire, blew up a railway bridge and mangled 100 feet of track with three direct hits with her 16-inch projectiles.

The cruiser *uss St. Paul* (CA 73)

showed who had mastery of Korean waters by cruising as far north as Chongwin near the Siberian border to shell targets ashore.

Under cover provided by *uss Manchester* (CL 83) and supporting destroyers and frigates, a small amphibious force of ROK marines landed and seized Hwangrodo Island just off Wonsan on the east coast.

Meanwhile, certain Navy ships and Marine Corps units were being sent home under a rotation policy. Fresh ships and troops were ordered to the battle area to replace them. The second batch of Marines to come home arrived aboard the transport *Gen. George M. Randall* (TAP

115), ready for a rest after months of combat.

In other changes, the carrier *uss Boxer* (CV 21), making its third trip to the Far East, replaced *uss Valley Forge* (CV 45) in Task Force 77. The "Happy Valley" left for home after many months of front-line action.

Four destroyers which had furnished gunfire support along both coasts of Korea reached Pearl Harbor after eight months in the Western Pacific. They were *uss Rowan* (DD 782), *uss Gurke*, (DD 783), *uss Henderson* (DD 785) and *uss Southerland* (DDR 743).

A division of escort destroyers arrived in Newport, R. I., after an



AIR CONTROLLER calls for a strike on an enemy-held ridge. Right: A grim leatherneck inches forward under fire.



INTO PORT at Pearl Harbor comes USS *Tilefish* (SS 307). Right: Navy and Army men fight fire at Pusan supply dump.

eight-month cruise which covered more than 60,000 miles. The ships were the *uss Fred T. Berry* (DDE 858), *uss Norris* (DDE 859), *uss Keppler* (DDE 765) and *uss McCaffery* (DDE 860).

The DDEs, too, had operated much of the time with Task Force 77 and had stayed at sea for as long as 42 days at a stretch, rearming, refueling and reprovisioning on the run. *McCaffery* once spent 51 days without making port.

The fast-moving tin cans participated in shore bombardment of enemy troop concentrations along the coast and were active in the successful evacuation of Hungnam.

Detection and disposal of floating mines kept all hands alert, crew members reported, and a number of mines were exploded before they could do any damage. Rescuing pilots was another important mission assigned to the escorts.

On one such mission, *Norris* received orders to leave the formation and investigate a Chinese junk which had been spotted.

Norris located the junk and hove to. A boarding party was sent over to the suspicious-looking craft. Climbing on board, however, the investigating sailors found nothing more dangerous than 21 exhausted, frostbitten South Koreans who were brought back to the ship, given medical treatment and later put ashore.

Norris then called on Navy dive-bombers to fly over and send the junk to Davy Jones' locker — it was a menace to navigation.



ROUGH SEAS fail to stop oiler USS *Cimarron* (AO 22). Below: Honor guard salutes Gen. Randall as transport leaves for U. S. with first American dead.



Brief news items about other branches of the armed services

* * *

WOMEN MEMBERS OF THE U.S. ARMY will be a new treat to the eye as they begin to appear in their remodeled uniform of new color and trimmer cut.

Gone is the masculine-looking lapel-type coat in the new uniform whose wearing was first authorized on 1 March. Gone are the severely buttoned blouse pockets; gone is the man-type shirt and tie. With us is a new color—a moleskin yellow known as taupe; present is a more streamlined design, especially in the forecandle area.

The new taupe wool uniform comes with either of two types of jacket, both with chic round collars. One jacket is a five-button sleeve-length model, and the other is a short, trim "Eisenhower jacket" with a snug high-fitting waist band. Both jackets are identical for officer and enlisted, except for inconspicuous insignia. Either can be removed while working at a desk, indoors, leaving a tieless, insignia-less cotton blouse.

The new uniform can now be purchased commercially, but its wearing will not be mandatory for some time. Also forthcoming is a beige taupe cotton chambray broadcloth one-piece summer service uniform.

* * *

INFANTRYMEN AND MEDICAL PERSONNEL of the Army who won the Combat Infantryman Badge or the Medical Badge in World War II and are fighting in Korea may now be awarded a reissue of their badge with a distinctive silver star added.

Design of the badges is unchanged for the first award, whether it occurred in World War II or in the present Korean conflict. The new silver star is added to the basic design for the second award.

The Combat Infantryman Badge and the Medical Badge do not represent individual acts of heroism. They are awarded under certain circumstances for exemplary performance of duty and high proficiency. They are worn above the left breast pocket of the uniform, above medals or service ribbons. The stars representing second awards are an integral part of the badge.

AN OBSERVATION-RECONNAISSANCE plane that can take off and climb vertically, then fly like a conventional aircraft, is highly desired by the Air Force. They are anxious for someone to design such a craft.

Such an aircraft—generally called a "convertiplane"—would be required to make slow vertical take-offs and landings, then travel with sufficient forward speed to meet combat requirements. To accomplish this, the power plant of the craft must be able to switch its "thrust" from vertical to horizontal, then back to vertical again, while in flight. No power plant has yet been built that could accomplish this.

The proposed plane would absorb all the desirable features of both the helicopter and the reconnaissance plane. Helicopters can land and take off vertically, but are limited to a forward speed of about 100 miles per hour. Reconnaissance planes have the desired speed, but require a runway for landing and taking off.

Designers point out that the great amount of power required for the initial vertical climb has been a major obstacle to developing such a craft. However, new lightweight, high power jets and improved internal combustion engines may overcome this barrier in the foreseeable future.

Seventeen aircraft companies have already submitted designs for a "convertiplane." The Air Force is now evaluating these designs, and estimates the first prototype "convertiplane" will appear in the next three years. In the meantime, they are conducting a "design competition" to get the ideas of more designers on how such a craft should be built.

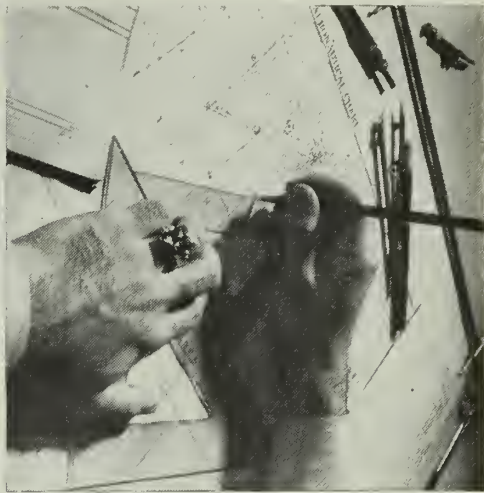
* * *

A CRIMINAL INVESTIGATION LABORATORY, the only one under military control in the U.S., is maintained by the Army's Provost Marshal General's Center at Camp Gordon, Ga. It is now providing training for officer and enlisted investigator specialists of all branches of the armed forces.

This laboratory is equipped with modern scientific apparatus for every kind of chemical analysis, microscopic and toxicological examination, ballistics test and photographic examination.



MOUNTAIN TROOPS—In snow-covered Colorado, the Army each winter trains men to be instructors in winterized warfare. Rugged in scope, course includes cross-country trips under full pack (left) and the handling of weapons (right).



MAP MAKERS are important to all services. Left: Two Army Map Service craftsmen in a model shop arrange terrain risings on a base-relief map. Right: An Aeronautical Chart Service draftsman adds helpful hints for pilots to air map.

THE *CANBERRA*, a British all-weather twin-jet light bomber, is being tested and evaluated at Wright-Patterson Air Force Base, Dayton, Ohio.

Powered by two turbo-jets, with more than 6,000 pounds of thrust each, the *Canberra* made the fastest Atlantic crossing in history when it flew 2,100 miles from Northern Ireland to Newfoundland in four hours and 40 minutes. It did not approach its rated speed of more than 600 miles per hour, however, because of strong head winds.

The *Canberra* has a 64-foot wingspread. Its three-man crew is seated on ejection seats in a pressurized cabin.

One of the aircraft's chief merits is its maneuverability. It has a variable incidence tail plane, designed to give positive control at high speeds, and "finger" dive brakes on the wings. The *Canberra* can perform all normal fighter maneuvers, including vertical rolls.

Originally designed as a high-altitude radar bomber, tests have proven it to be just as effective at low level operations in support of ground troops.

* * *

AIR-TO-AIR REFUELING of the Air Force's B-47 *Stratojet* has been successfully tested.

Using the "Flying Boom" method, the *Stratojet* — a six-jet medium bomber—was refueled while in flight by a KC-97A tanker aircraft.

The Flying Boom refueling system makes use of a telescoping metal pipe which transfers gasoline from the tanker to the receiving plane. Refueling can be accomplished in the air at greater speeds, higher altitudes, and under more varied weather conditions than has been possible with older systems.

* * *

THE AIR FORCE now has a "Flying Schoolroom" Designated the TB-50D, the craft is a modified version of the Boeing B-50 *Superfortress* and will be used to train students in navigation and visual and radar bombing.

All gun turrets and armor, the central fire control

system and the rear bomb bay equipment were removed from the four-engine medium bomber to make room for two student navigators and two student radar operator training stations. Stations for one navigator instructor and one radar bombing system instructor were also included.

The B-50 was chosen for modification because it can simulate altitude and speed conditions experienced in high-speed, high-altitude jet bombers. When the students complete their training, they will serve as combined navigator-bombardier-radar operators on jet bombers, such as the B-47 *Stratojet*.

* * *

A COAST AND GEODETIC FIELD SURVEY team has gone to work at Point Barrow, Alaska.

Known as "Operation Coldfoot", the survey calls for a detailed study of the coastal and inshore water areas of the entire Arctic coastline of Alaska. The survey field party's job includes photogrammetric compilations of the land areas, hydrographic surveys, and triangulation—a highly accurate and rapid method of ascertaining positions on the earth's surface by measuring angles on previously determined positions.

Logistic support for the party's headquarters at Point Barrow and base camps at Pitt Point and Milne Point will be provided by the Air Force.

* * *

THE WALKER BULLDOG light tank, labeled by the Army as the world's finest, is now in mass production, with the first production-made tanks rolling off the assembly lines.

Known as the T-41, its gun, maneuverability and speed exceed "the best there is today," an Army spokesman declared.

An eye-opening fact in its production is the nation's ability to marshal quickly its defense production facilities. To produce the tank required 1380 first line subcontractors, and these contractors in turn called upon upward of 6,000 sub-subcontractors in 24 states.



Malta: Mediterranean Mecca

AS A BREATHER from joint naval exercises with British, French and Italian units, U. S. sailors were given a chance to explore the British island colony of Malta.

A small green dot in the blue Mediterranean, 60 miles south of Sicily, 180 miles north of Africa, Malta has a significance far greater than its size. During the dark days

of World War II, despite almost daily bombings by the Nazis, RAF planes emerged from their underground hangars to range the sea lanes and tie a crippling knot in the German line of supply to North Africa.

Although Britain continues to maintain a powerful naval and air base on Malta, there is more to the

tiny island than ships and planes, the Navymen found.

Malta has been conquered and reconquered a dozen times in several thousand years. Each conqueror has left his imprint on the island's culture.

The island's people reflect these many conquerors in their appearance and language. The native's skin is



SIGHTSEERS from USS *Columbus* (CA 74) and USS *Des Moines* (CA 134) take a snapshot. Right: Yank meets British tar.



CATACOMBS beneath St. Paul's Cathedral prove interesting. Right: Navymen examine embroidered silk and lace.

dark like that of his early forebears, the Phoenicians, and he speaks a tongue which is a mixture of Phoenician, Arabic and Latin. Although English is taught in the schools, the official tongue remains this combination of dialects, Maltese.

The sightseeing bluejackets saw odd-looking monuments erected by an ancient race that came to Malta from Africa, well constructed eastern, tombs and towers built hundreds of years before Christ by the seafaring Phoenicians and damp catacombs hewed out of solid rock by the Romans.

They explored neolithic caves in the hills, the ancient walled city of Mdina and the luxuriant palace and gardens of the crusading Knights of Malta. Many of the historical buildings and monuments, seared by the bombings, are now being repaired by Maltese stonemasons.

With souvenirs plentiful, Navymen found that the island was regaining its economic health. Farmers each day bring into the cities bulging earloads of grain, corn, potatoes, onions, oranges, figs and grapes from the fruitful countryside. Cattle herds are being rebuilt and fishermen are once more hauling great catches out of the blue Mediterranean.—Kenneth Barnsdale, JO1, USN.



ADMIRING sailors stride down a canyon-like street in ancient city of Mdina. Statue at left is Italian, one of the many historical pieces that dot the island.



TRAINED MEN who have maintained their many skills as Reservists have been vital to the Navy's current expansion.

Naval Reserve Pays Off in Preparedness

HOW BIG A ROLE are Naval Reservists playing in the Navy's current program of expansion to meet the international situation?

And how are Naval Reservists adjusting themselves to their new jobs as they return to active duty, either voluntarily or involuntarily?

The answers to both these questions are very favorable. With a membership pool of more than 1,000,000 sailor-civilians, the Naval Reserve has already proved itself a valuable investment to the naval establishment and the Nation.

"When our reserve strength in readily available trained men matches our tremendous reserve strength in the ability quickly to produce war material," said Secretary of Defense Marshall, "then this country will be so powerful that its views on peace will be compelling."

As one of the major methods of achieving this end in manpower, Secretary Marshall stated, "We are steadily ordering to active duty men and units of the Reserve components."

More than 200,000 Naval and

Marine Reservists are now on active military duty, the Secretary of Defense announced early this year, along with six divisions and over 70 other separate combat units of the National Guard, and personnel from 47 Air Guard and Reserve wings and organized air units. These figures have of course increased since that time, but they serve to indicate the ready availability of Reservists of all the armed services to do their part in building up the strength of the nation.

What kind of active duty billets are being assigned to members of the Naval Reserve? Are they ready to go aboard ships as full-fledged members of the crew?

Significant of the training and experience of these part-time sailors is the fact that a large number of Reservists were in the combat zone

shortly after they returned to active duty.

"It is no secret that our Reserve personnel represent a considerable proportion of the personnel on many ships and aircraft in the combat zone in the far Pacific today," says Assistant Secretary of the Navy for Air, John F. Floberg. The same is true of many other ships which we have put back into service or which are being readied for sea duty now.

"In general, some 70 per cent of the Reserve who have been recalled to date are on active duty with ships and aircraft of our operating fleets. An additional 15 per cent has been assigned to overseas bases. The rest are being retained in the continental United States to assist in the recall program," according to the Assistant Secretary of the Navy, who is himself a member of the Reserve.

Many Naval Reservists now serving on active duty are veterans of World War II, which accounts for their ability to take on the highly technical and skilled assignment of shipboard life.

A great share of the credit for

**Personnel on Active Duty
Are Proving Value of
Extensive Training Program**

the readiness of Reservists goes to the intensive training program organized in the peacetime Naval Reserve which was started by the Navy immediately following the end of the last war.

This plan provided for a broad Reserve training program, good instructors, and the most advanced type of equipment, instructional materials and facilities.

Strung across the nation in strategic locations is a chain of more than 300 modern Naval Reserve Training Centers and 27 Naval Reserve air stations, which are equipped with millions of dollars worth of training devices, educational aids and actual shipboard equipment.

These facilities are available not only to the Organized Reserve drilling activities but also to many members of Volunteer Reserve units, who attend drills without pay.

The Organized Reserve at the beginning of the Korean crisis boasted 1,700 organized drilling units, plus 234 brigade and battalion staffs. These units ranged from amphibious beach groups and ship repair divisions to surface, submarine, and aviation outfits.

Augmenting the training facilities of 316 Naval Reserve Training Centers, a total of 78 Navy surface vessels, ranging from destroyers to PCE patrol craft, plus 26 permanently moored submarines and hundreds of aircraft have been assigned to naval districts and the Chief of Naval Air Reserve Training specifically for the purpose of providing "on the job" training.

At the same time in the Volunteer Reserve there have grown up nearly 2,000 training units whose members meet regularly for classroom and seminar instruction, including lecture courses, special films and field trips.

These volunteer units study everything from industrial mobilization to automotive transportation. They include ordnance units, harbor defense and electronic warfare activities, public relations and naval research groups—to name just a few of approximately 30 different varieties.

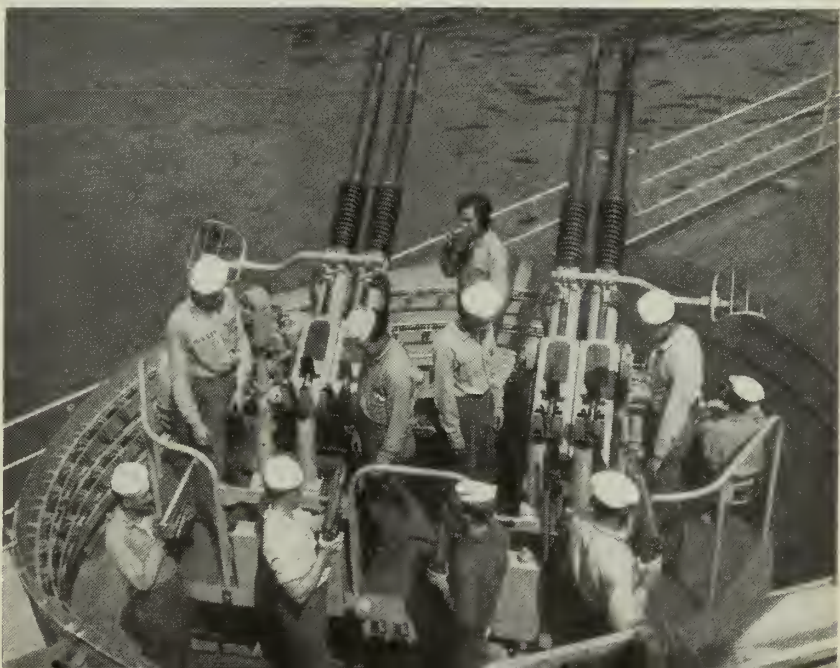
To supplement Volunteer and Organized Reserve drill training, and also to provide instruction for those Reserve personnel who are unable to join a drilling unit, the Navy has made available for home study approximately 125 officers' corre-

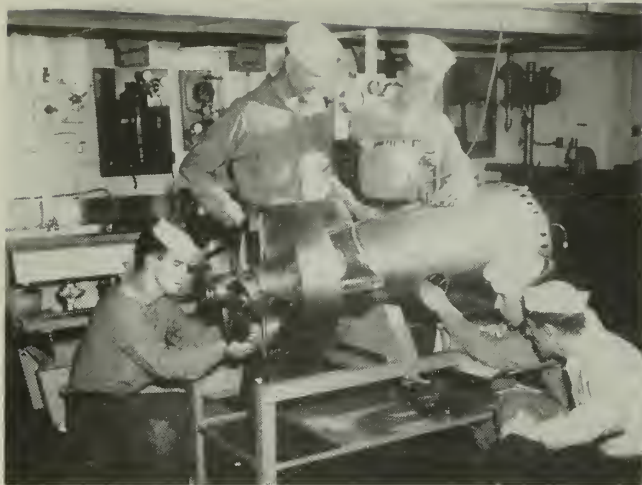


OFF FOR DUTY, Naval Reservist enjoys a last chat with his family. At last count, more than 200,000 Reservists were back on active duty with the Fleet.



INDOCTRINATION brings World War II veterans up-to-date with present practices. Below: Reservists easily pick up forgotten skill of firing a 40-mm.





TORPEDOMEN brush up on torpedo operation aboard USS *Coral Sea*. Right: a signalman flashes a message to a DD.

spondence courses, 165 enlisted Navy Training Courses, and the first 30 of some 260 enlisted correspondence courses.

Purpose of these courses is to provide naval personnel with textbook materials which they can study in their spare time. Here are some of the titles: "Use of Blueprints", "Fundamentals of Electricity", "Aircraft Electrical Systems", "Basic Machines", "Introduction to Radio Equipment", "Naval Orientation", "International Law", "Seamanship", and "Ordnance and Gunnery."

The Naval Reserve has offered annual two-week training to its members, aboard ships of the fleet

or vessels assigned to naval districts, in more than 90 shore school courses, 22 special aviation courses, and at Navy yards and other activities.

Last year 120,000 Reservists took advantage of this opportunity for 14-day refresher training in their naval specialty.

All these training facilities for members of the Navy's civilian component are returning the investment in Reserve readiness today. As one example, the extent of this readiness is indicated by the statement of the Chief of Naval Air Reserve Training, Rear Admiral Austin K. Doyle, USN.

"Conclusive proof to me of the

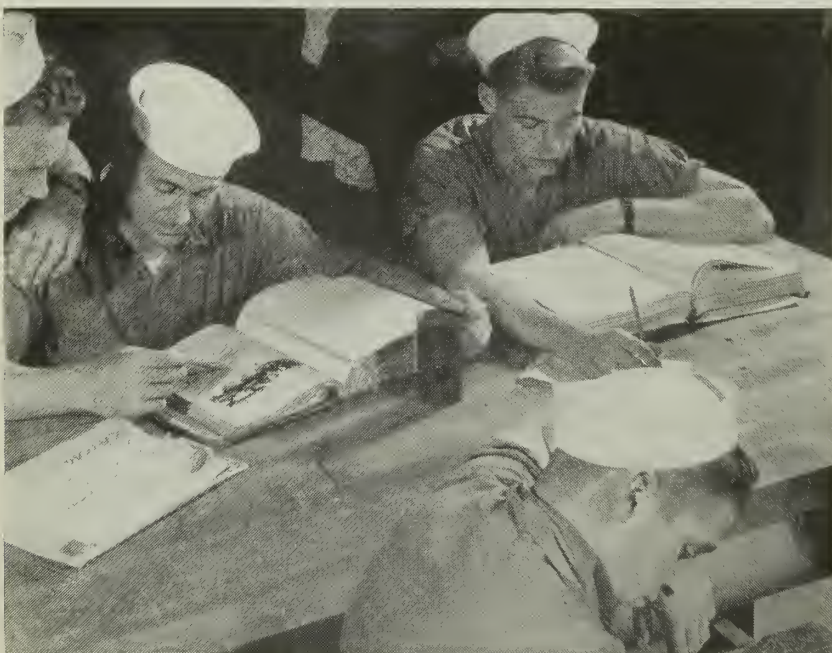
Naval Air Reserve's high standard of efficiency was in the dispatches that we received from the Commander-in-Chief of the Pacific Fleet and the Commander, Air Forces, Pacific Fleet, commending the squadrons that we sent to active duty after they had inspected them on their arrival at San Diego within seven days after they had been called.

"We are very proud of the performance of duty of the Naval Air Reserve Training Command, during the year 1950," Admiral Doyle continued. "Not only have they maintained their proficiency, they have done so with the highest safety record in the Navy, and the performance of the squadrons which we sent to active duty has come up fully to all expectations.

"We feel that our Weekend Warriors have maintained themselves ready at all times. This has not been accomplished without sacrifices on the part of the individuals concerned."

From the first weeks of the Korean crisis, Naval Reservists have participated in combat action both aboard ship and ashore. Comprehensive reports covering Navy casualty lists, as far back as last November, listed one-tenth of the Navy's total casualties among the dead, missing and injured as Naval Reservists.

The role played by Naval Reserve medical officers has drawn the praise of Secretary of the Army Frank Pace, Jr., reporting to Defense Secretary Marshall on a group of 570 Naval Reserve medics who were ordered to active duty and detailed to the



SHIPBOARD STUDY plus knowledge gained through experience and training in local armories ashore, will prepare Reservists for advancement in rate.

Army, which was suffering an acute shortage of medical personnel.

"All echelons of the Navy Department," the Army Secretary said, "who participated in this project exhibited superior cooperation." He added, "I can wholeheartedly report that the project has been a complete success, with the Army receiving a very fine group of doctors who exhibited an excellent state of morale when they departed for their permanent stations."

This comment is typical of statements by high government personnel who have had occasion to study Reserves ordered back to active duty.

From the standpoint of health, it appears that the average Reservist has a high rating. The excellent physical condition of Reservists is shown in statistics which indicate a "minimum of rejections for medical reasons."

After the Korean crisis began, the Navy announced that Naval Reservists would be ordered into active service both voluntarily and involuntarily. It is from the source of volunteer requests for active duty that the Navy turns first to meet its needs for personnel. Then it draws upon members of the Organized, Fleet and Volunteer Reserves for its requirements.

Whether ordered voluntarily or involuntarily to active duty, the Reservist often finds himself confronted with numerous problems in adjusting himself to military life.

"The sacrifice asked of the Reservist," says Assistant Secretary of the Navy Floberg, "is generally greater than that of the average citizen. These sacrifices are above and beyond those required of the civilian, and in themselves they are above and beyond whatever discomfort, separation, physical hazard, and other factors which are always involved in military service."

While the expansion of the naval establishment means more Reservists will be ordered to active duty, the Navy is stepping up recruiting of new members to replace the numbers being assigned to active duty voluntarily and involuntarily.

The present Reserve training organization and numbers of drills will remain in effect, since it has already been more than satisfactorily proved that Reserve training "pays off" in preparedness.



Flying the Wounded

Within days or even hours from the time he arrives in the U. S., a casualty from Korea may find himself in a hospital bed as far away as New York or Washington.

This fast work is due to the quick airlift job performed by the Military Air Transport Service (MATS) air evacuation planes.

In a typical operation, three medical technicians (above) carry a patient into an air evac plane. Center: Navy nurse Lieutenant Mary Grzelka checks her supplies prior to take-off. Below: Charles Haggerty, HM1, prepares a patient to be lifted from the plane.





SNAPPING SHARPLY to dress right, new Wave trainees at the Naval Training Center, Great Lakes, show growing military bearing on the parade ground.



Wave Recru

WITH MANY of the Navy's men leaving their desks to go to sea, more trained Waves are needed to replace them.

It has been long since proved—although every bluejacket will immediately deny it—that a Wave can do just as good a job as a man can in a variety of shore billets.

To supply enough Waves to take the jobs of the men who man the ships is the task assigned to the U. S. Naval Recruit Training Center at Great Lakes, Ill.

To do it the Training Center has upped its intake of Wave trainees by 50 per cent and has successfully shortened its course from 10 weeks to nine weeks.

During their first weeks in the Navy—the recruit training period—the recruits get a full schedule of classroom instruction, physical training and military drill.

In class they learn to identify aircraft and ships, when to salute and how to obey a command. They get a grounding in naval organization and history. In physical training, they are taught to swim and are put through sessions of calisthenics.

In their off-hours—this amounts to two hours daily, part of Saturday and all day Sunday—the new Waves enjoy a well-equipped hobby shop or attend athletic events at the center.

Occasionally, Wave trainees are allowed a weekend pass. Many head for Chicago, 35 miles away, where they can have a good time and see the sights.



CALISTHENICS, a necessary part of the program, gets women in shape for future duties. Each Wave is also taught to swim during her nine weeks' training.



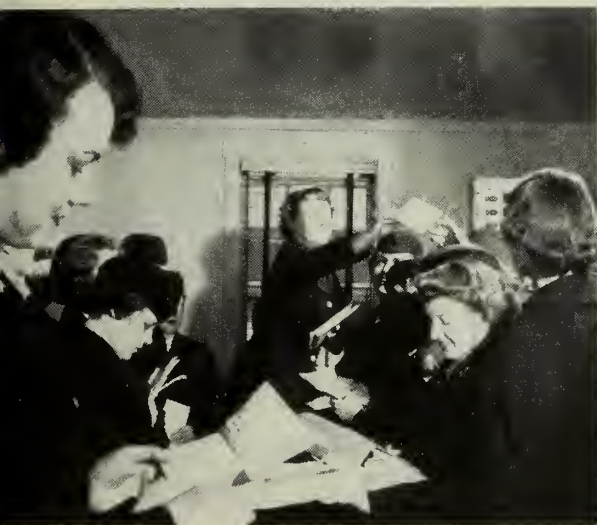
Training



PUZZLED WAVE shows the rigors of the aircraft and ship identification course. Left above: Newly inducted Waves get directions on first visit to Windy City.



FREE WEEKEND gives a Navy recruit a chance to see such sights as Chicago's Museum of Natural Arts. Left: Wave proudly gets fitted for first set of blues.



MAIL CALL brings letter from the boy friend. Right: Now in the swing of things, recruits gather to read latest notice.

LETTERS TO THE EDITOR

Teacher Jobs for Wives

SIR: I have heard that an enlisted man, whose wife holds a valid teacher's certificate, may request duty in certain areas whereby his wife could also be sent, at government expense, to teach in Navy schools. Is this policy still in effect? How can I request this duty?—J.R.B., IM3, USN.

• Both Commander Service Force, Atlantic Fleet, and Commander Service Force, Pacific Fleet, accept applications for school teacher positions at outlying bases to be filled by wives of personnel on duty within the fleet. Such applications are retained on file until forwarded to some naval activity at an outlying base in response to a report of requirements for teachers of certain qualifications. The activity concerned selects the teachers required from these applications and advises ComServLant or ComServPac of those selected. Enlisted personnel involved are then ordered to that naval activity for duty.

If you are not already attached to a fleet activity and desire duty at an outlying station on this basis, you should submit a request stating your reason and your wife's qualification via the chain of command and ComServLant or ComServPac, to the Chief of BuPers. If you are already attached to a fleet activity your request need not be forwarded to BuPers. Fleet letters covering this subject have been promulgated in both the Atlantic and Pacific and should be consulted for more information prior to the submission of a request.—Ed.

Transportation for Dependents

SIR: I am on temporary additional duty, attending I.C.E. School at Washington, D. C., on a returnable quota basis. When I left Pearl Harbor, I was told that I could take all of my household goods and my dependents, at government expense, since the course is 42 weeks long.

Now I am told that I am not eligible for reimbursement for my wife. Which is correct?—C.D.B., EM2, USN.

• According to Paragraph 8061-3, U.S. Navy Travel Instructions, if orders direct return of person concerned to the same permanent duty station upon completion of the course of instruction, transportation of dependents incident to such orders is not authorized, even though the course of instruction may be for 20 weeks or more.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Dependency Discharge

SIR: I am writing for information on something I heard on board ship, and I am wondering if you could set me straight on this: Is it possible for a man to get a dependency or hardship discharge if he has four dependents?

—E.H., SD3, USN.

• Enlisted personnel are privileged to submit requests for dependency or hardship discharge in accordance with instructions contained in Art. C-10308, BuPers Manual. Each such request is carefully considered, and decision is based on the individual merits of the case. Normally, however, an individual with four or more legal dependents may expect approval of his request.—Ed.

No Medical School for EMs

SIR: Are there any directives authorizing the sending of enlisted men to medical school?—J.W.L., YNSN, USN.

• There are no provisions whereby enlisted personnel in the Navy may attend medical school at government expense. The Navy V-12 Training Program which authorized medical training for qualified students during World War II was terminated in November 1945. There are no current plans to develop another such program.

Persons who are enrolled, or who have been accepted for enrollment in the next entering course in a medical school approved by the American Medical Association, are eligible to apply for appointment as probationary ensign, HP, USNR.

The Navy does not subsidize nor sponsor the medical education of these Reserve officers and they receive no remuneration except during the authorized two weeks' training duty.

Upon successful graduation from medical school, these Reserve officers are offered a superseding appointment as lieutenant junior grade, Medical Corps, USNR, and are eligible to apply for the Navy Intern Training Program.

After eight months of internship, they may apply for appointment in the medical corps of the Regular Navy.—Ed.

Explanation of Code

SIR: In the Corps Code Explanation Section, Register of Officers, 1950, there are listed among others LAAO, AVAO, and L-AO with a brief notation on each. I am a lieutenant, USN, temporary, ex-aviation ordnanceman, with the assigned corps code of LAAO. A friend of mine with the same rank, status and background is assigned a corps code L-AO. Will you amplify the explanation listed for LAAO, AVAO, and L-AO, and give the qualifications for each?—R.F.H., LT, USN.

• The Corps Code Explanation in the fore part of the Register of Commissioned and Warrant Officer of the United States Navy and Marine Corps, 1 Jan 1950 (NavPers 15018) explains the codes used in column four of the index to names. A further explanation of the codes you mention: (1) LAAO—Line, Aviation, Acting Ex-Aviation Ordnanceman (former chief petty officer, acting appointment. New designator is 1352). (2) AVAO—Aviation, HTA, ex-Aviation Ordnanceman (former chief petty officer acting or permanent designated for duty involving flying in actual control of aircraft. New designator 1312). (3) L-AO—Line, ex-Aviation Ordnanceman (former chief petty officer permanent appointment or petty officer first class. New designator 1352).

As you were appointed to commissioned rank while serving as an acting appointment chief petty officer, you were given the Corps Code LAAO.—Ed.

Eligibility for LDO

SIR: Would you please advise me if I am eligible for an LDO commission or appointment as a warrant officer. I have been a chief yeoman, USNR, since 1945, and was recalled to active duty in November 1950. My evaluation sheet indicates my CO recommended me for LDO.—W.H., YNSC, USNR.

• As prescribed by law, only those personnel whose permanent status is commissioned warrant officer, warrant officer, chief petty officer, or petty officer first class of the Regular Navy are eligible to compete for limited duty (LDO) appointments. No original warrant appointments are being made in either the U.S. Navy or the U.S. Naval Reserve from civilian sources, or from enlisted members of the Naval Reserve.—Ed.

Basic Allowance for Quarters

SIR: The Career Compensation Act, as amended by the Dependents Assistance Act of 1950, provides for money allowance in lieu of government quarters. This money allowance seems to be clearly for dependents' assistance.

Prior to the new Act's passage, a quarters and subsistence allowance was paid to servicemen required by their type of duty to live outside government facilities. Now the quarters allowance cannot be credited unless it's allotted to a dependent. This further seems to earmark the allowance as strictly for dependents' assistance.

As we on special duty, where government quarters aren't available even for the serviceman alone, see it — no provision is made for our quarters unless we reside with the dependent receiving the family allowance check. If there were government quarters, we could live there with no loss of pay resulting; but there are none available.

If the above is correct, is anything being done to rectify the situation? — J.J.C., QMC, USN.

• *Basic allowance for quarters is not paid primarily on account of the dependency of a dependent. Its purpose is to provide a member of the armed forces with a supplement to his pay where it's necessary for him to obtain private quarters for himself and his dependents where the government is unable to furnish family quarters at his duty station.*

Officers with dependents you know, get no additional BAQ at a station where no BOQ is available and where his dependents haven't joined him. Officers and enlisted members are treated the same under section 302 of the Career Compensation Act of 1949. It is believed that the Act will remain unchanged in respect to the matters you mention.—Ed.

Chiefs Must Have Overcoat

SIR: Is the long, dark blue overcoat with gilt buttons a mandatory item in the prescribed outfit of clothing for CPOs? If so, does it replace the light topcoat or is this coat also required?

I understand CPOs should wear the khaki cap cover with dungarees. Should the shoes be black or brown?—E.H.C., GMC, USN.

• *Uniform Regulations, Article 6-2(a) lists the blue overcoat as a required item of uniform for CPOs. Article 6-2(c) lists the blue raincoat as an optional item for CPOs.*

The uniform of the day governs the type of cap to be worn with dungarees. In all cases, however, black shoes are worn. The table, with footnotes, in Article 6-1, has the information you want in regard to what is worn with dungarees.—Ed.



DESTROYER *De Haven* (DD 727) replaced old *De Haven*, sunk in 1943 off Guadalcanal.



Old De Haven Was at Guadal

SIR: ALL HANDS, January 1951, contains a picture of USS *De Haven* on page 33. The caption shows the number as DD 469. Actually it is DD 727.—R.E.C., USS *Philippine Sea* (CV 47).

• *You are right. The ship should have been listed as USS *De Haven* (DD 727).*

USS *De Haven* (DD 469) saw extensive action in the Pacific during World War II. Assigned to Task Group 67.5, DD 469 was sunk on 1 Feb 1943 while supporting LCT movements incident to the establishment of a beachhead on Guadalcanal.

Construction on the second *De Haven* (DD 727) began on 9 Aug 1943. The destroyer was launched on 9 Jan 1944 and commissioned on 31 Mar 1944.—Ed.

Shipping-Over Pay

SIR: Will you please advise us as to the status of shipping-over pay for V-6 USNR personnel who are on active duty as stationkeepers and are now "frozen" and subject to overseas duty the same as all other naval personnel?—R.O.M., DM1, V-6, USNR.

• *Members of the Naval Reserve held in involuntary extension of enlistment under Alnav 72-50 are not entitled to any monetary benefits as a result of such involuntary extension. Nor is there any authority for reservists on active duty to reenlist in the Naval Reserve; they must be held under Alnav 72. If reenlistment in the Naval Reserve were authorized, lump sum leave settlement for leave, and travel allowance, would be payable. However, reenlistment bonus is payable only for reenlistment in the Regular Navy under the conditions specified in paragraph 11 of the Military Pay Instruction Memorandum 4, Volume V, BuSaudA Manual.—Ed.*

Advancement in Rate

SIR: During the last war, I served in the Navy as a signalman second class. After I was discharged, I joined the Reserve and have been recalled to active duty as a quartermaster second.

While I was a civilian, I attended college and was awarded a Technical Aid Diploma in Building Construction. Is there any way I can qualify for advancement in rate or change my rating to one more in line with my interest and ability?—W.E.R., QM2, USNR.

• *Graduation from a civilian school does not qualify you for advancement in rate in the Navy. Enclosure (F) to BuPers Circ. Ltr. 12-50 (NDB, Jan-June 1950) contains detailed instructions concerning changes in rate or rating.—Ed.*

Emergency Service Ratings

SIR: I would appreciate any information you could give me pertaining to the rating of structural fire fighter, Code 3432. When I was brought back on active duty I inquired about "Specialist F," but was told that it no longer exists. Since then, I have read that damage controlmen can have a secondary code number of 3432.

At present my rate is MMLI. I would like to know how, if possible, I can get into structural fire fighting. (I spent three years in the New York City Fire Department, and plan to go back to it to continue my career.) If it is necessary to change my rating to what would I change it? In changing it, would I have to drop back in rate? If none of this can be accomplished, can I get a secondary code number of 3432?—J.P.C., MMLI, USNR.

• *There is an exclusive emergency service rating of Fire Fighter (ESF). However, since exclusive emergency service ratings aren't currently being utilized on active duty, requests for changes thereto are not being approved at the present time. When changes in rating are made, they do not require a change in pay grade. Your CO has authority to assign you any secondary NJC for which you are found qualified.—Ed.*

Can Warrants be Pilots?

SIR: If a chief petty officer becomes a warrant, can he continue in a flying status? Can warrants or chief warrants serve as pilots in the Navy?—M.O.P., DCC, USN.

• *According to present Navy policy, if a CPO accepts a commission as a warrant, he forfeits his duty involving flying status.*

During World War II there were a number of warrant and chief warrant officers who were in a duty involving flying status.—Ed.

Computing Reserve Retirement

SIR: I'm a member of a Volunteer Naval Reserve unit, and as such I hope to participate eventually in the Naval Reserve retirement program. I have tentatively computed my retirement pay at age 60 to be approximately \$1,200 per year. My civilian employment is that of special agent in the Internal Revenue Service, and I hope eventually to qualify for Civil Service retirement benefits under Public Law 879, 80th Congress, as amended. Theoretically, then, my eventual retirement benefits from both sources should be approximately \$5,200 per annum at age 60.

In a recent discussion with one of my fellow employees, I was told that one cannot receive retirement benefits from two such sources in excess of \$3,000 per annum. The Navy Department publication called "Facts about Retirement Benefits for Naval Reservists" states that both Civil Service and Naval Reserve retirement pay may be received at the same time. However, it makes no mention as to the amount or combined maximum that may be received from both sources.

My questions are as follows:

(1) If I qualify for Civil Service retirement benefits of \$4,000 per annum under Public Law 879 and Naval Reserve retirement benefits of \$1,200 per annum at age 60, could I receive the full amount of \$5,200? If not, would I be limited to my Civil Service benefits of \$4,000, or to what other ceiling?

(2) Can the period of time I've spent on active duty—33 months—be used in computing total time for both Civil

Clothing Price Rise

SIR: As members of the USNR, we were recalled to active duty and sent to Camp Lejeune, N.C. At that time, we were issued Marine clothing equal to a wartime sea bag. Later we were assigned as "post troops" and told we would be given a clothing allowance to purchase a Navy sea bag after six months' active service.

Although our six months were up on 28 Feb 1951, our clothing allowance was not paid until after 1 Mar 1951—when the price of clothing had been increased.

Now we have to pay \$254 for a sea bag and our clothing allowance is only \$118.35. Is there any way an adjustment can be made?—J.F.H., HN, USNR, and A.E.S., HN, USNR.

• No. The amount of \$118.35 was "available" to you for the purchase of your clothing prior to the time the price of clothing was raised. Clothing regulations do not permit an increased allowance for a member who fails to purchase his clothing at the proper time.—ED.

Transfer to Other Services

SIR: My enlistment expires on 9 Aug 1951. If at that time I'm retained in the naval service, is there any possibility that I could switch branches of the service? I would like to go into either the Air Force or the Army.—C.U.R., YN3, USN.

• It is not the policy of the Navy to grant discharges solely for the purpose of entering another branch of the armed forces in an enlisted status. For further information in this connection, it is suggested that you consult BuPers Manual, Articles C-10306 and C-10307.—ED.

Service and Naval Reserve retirement benefits?

(3) In the event I should be recalled to active duty, does the time spent on such active duty count toward retirement benefits under the Civil Service Retirement Act as amended by Public Law 879?—M.J.J., LT, USNR.

• (1) There is no limitation on retirement benefits as long as all income from the Government is retirement pay.

(2) and (3) Ordinarily, under the Civil Service retirement system, credit isn't allowed for any period of military service upon which military retired pay is based. However, if retired pay is granted under Public Law 810, the Reserve Retirement Law, the same military service is also credited under the Civil Service retirement system. For example, if a Reservist works as a Government civilian employee for 20 years and has had five years of active military service, he has a total of 25 years to his credit for Civil Service retirement purposes.

If this same person is eligible for retirement as a Reservist under Public Law 810, he can count the same five-year period of active military service toward his Reserve retirement. Thus he gets credit for the same period of active military service under both retirement systems.—ED.

Ordnance Disposal Training

SIR: I am a member of the Naval Reserve, serving as a shipkeeper aboard a submarine.

I would like to attend the Explosive Ordnance Disposal School. What are the requirements and how can I apply for this training?—C.H.V., QM2, USNR.

• Eligibility for training at the Naval Explosive Ordnance Disposal School is limited to men with the following ratings: boatswain's mate, gunner's mate, electrician's mate, torpedoman, mine-man, and aviation ordnanceman.

Therefore, you are not eligible for enrollment in this school.—ED.

Claiming Unused Leave

SIR: Reading ALL HANDS, I noticed where it mentioned that veterans can still submit claims for unused leave they have due them. I was in the service for two years and 10 months and received only 30 days leave during that time. I am at present back on active duty as a Reserve. Can you tell me the procedure for submitting a claim for settlement on this leave?—C.R.W., HM2, USNR.

• Public Law 479, 81st Congress, approved 26 Apr 1950, extended to 30 June 1951 the period within which claims for settlement of unused leave under the authority of the Armed Forces Leave Act might be submitted. You should submit a claim in letter form for the unused leave believed to be due you to the General Accounting Office (Claims Division), Washington 25, D.C., via (1) Chief of Naval Personnel and (2) Chief of Field Branch (C), Bureau of Supplies and Accounts, Cleveland 14, Ohio. In this claim state the reason settlement was not made at the time of discharge.—ED.

Federal Service for Retirement

SIR: I'd like your assistance in determining just what service can be counted toward retirement upon completion of 30 years. I know that service for a 20-year retirement must be active naval service. However, BuPers Circ. Ltr. 178-47 (AS&SL, 1947) states that other Federal service may be counted toward 30 and 40-year retirements. It is presumed that here again they mean active service, although it is not specifically stated.

Since 1918 I have served on active and inactive duty with the following organizations: U.S. Naval Reserve Force, U.S. Public Health Service, and U.S. Navy. (1) How much of this service counts toward retirement on 30 years? (2) I held the temporary rank of lieutenant from July 1944 until June 1950, at which time I was reverted to my permanent rank of chief pay clerk. At what rank will I be placed upon the Retired List after completion of 30 years service? (3) If retired while serving as CPC, but placed on retired list as lieutenant, then later recalled to duty, will I be recalled in the higher or lower rank?—W.B.B., CPC, USN.

• (1) Active service (meaning active duty) in the Regular components of the armed forces and active duty, other than training duty, in the Reserve components of the armed forces and the Public Health Service counts toward 30-year retirement. (2) If your service in the grade of lieutenant is considered to be satisfactory you will be entitled to that rank when retired. (3) In the event you were ordered back to active duty after retirement, you would be recalled as a lieutenant.—ED.

Clothing Allowance for CPOs

SIR: I was discharged from active duty in November 1945 and joined the inactive Naval Reserve in 1947. Then on 16 Nov 1950 I went into the Organized Reserve in a pay status with the rate of CPO. (My rate was also CPO at the time of discharge in 1945.)

When I signed up with the active unit I was under the impression that I would be entitled to a \$150 clothing allowance, but now I am told that this is not true any more. What's the scoop on the clothing allowance for CPOs?—J.A., ENDC, USNR.

• Here's the scoop, and we're going to give it to you in official form—so take a deep breath:

Enlisted men of the Naval Reserve assigned to or associated with the Organized Naval Reserve in a pay status, upon first promotion to chief petty officer on or after 1 July 1950, and enlisted men of the Naval Reserve in pay grade E-7 who certify that they have not previously been paid a cash clothing allowance for an initial outfit of CPO clothing, upon assignment to or association with the Organized Naval Reserve in a pay status on or after 1 July 1950 will be entitled to a special clothing monetary allowance of \$150 for the purchase of an initial outfit of chief petty officer clothing.

In other words, it looks as though you are entitled to such an allowance if you can certify that you haven't previously been paid a cash clothing allowance for an initial outfit of chief petty officer clothing. Authority for this is a joint BuPers-BuSndA circular letter of 9 Feb 1951 (NDB, 15 Feb 1951).—ED.

Transfer to Organized Reserve

SIR: I am in the inactive Naval Reserve—V-6. My age is 33. Am I too old to get into the Organized Reserve?—S.J.B.

• Age requirements for transfer of enlisted personnel from Volunteer Pool (V-6) to Organized Reserve (O-1 or O-2) are as follows:

Surface and air units—39 years.

Special programs—pay grades E7—50 years; pay grade E6—45 years; pay grades E5—42 years; all other pay grades—39 years.

Submarine Organized Reserve—Man with no previous submarine experience—must not have reached 29th birthday.

Man with previous experience either on board or in building or repairing submarines—must not have reached 33rd birthday.

Naval Reserve Multiple Address Letter 12-49 covers the subject of surface and air units and special programs. NRMAL 28-50 is the reference for the Submarine Organized Reserve.—ED.

Qualified for Reserve?

SIR: I was a member of an Organized Reserve ship repair unit up until last fall, when I received active-duty orders. Upon reporting for my "physical," I was turned down due to a nasal condition. Since then, no one seems to know how I stand, or if I'm out altogether. — R.W., SK1, USNR.

• Physical standards for the Naval Reserve are, in general, the same as those prescribed for the Regular Navy (Bu-Pers Manual, Art. H-1606). Persons who cannot meet these requirements are not physically qualified for the Organized Reserve, and must be separated from that organization. — ED.

The Naval Reserve Medal

SIR: I have 10 years' service. How and where do I apply for the Naval Reserve Medal?—S.L.M., MMLC, USNR.



• Applications for the Naval Reserve Medal are made by letter addressed to the Chief of Naval Personnel and forwarded by the unit commanding officer who will include information concerning the number of drills you have attended throughout your current enlistment and a statement of your clear record. In the case of officers, a fitness report must also be included.

Be sure you have 10 years' creditable service. All time served in the Naval Reserve—active or inactive—prior to 1 July 1950, whether consecutive or not, counts toward eligibility for the Naval Reserve Medal. After 1 July 1950, members of the Organized Reserve, Volunteer Reserve and Merchant Marine Reserve must maintain continuous inactive duty. Continuity is not broken by active duty or training duty, however.

In addition, beginning 1 July 1950, Reservists must have performed not less than 90 per cent of the annual training-duty periods and drills, equivalent instruction or duty, or appropriate duty periods prescribed for them or for the organization to which attached, except that those performing the prescribed number of drills for any year without remuneration, will not be required to perform training duty that year, in order to be eligible for the medal. The only exception to this requirement is in the case of persons who have performed "outstanding service" during the qualifying period.

For further information, consult the BuPers Manual, Article C-8123, Naval Reserve Medal.—ED.

Retiring With Broken Service

SIR: I enlisted in the Regular Navy May 1921 and was discharged May 1925. I remained out of the service until March 1942 and again enlisted and was discharged June 1946. I was recalled to active duty in the Naval Reserve in November 1946 and was released to inactive duty September 1947. I reenlisted in the Reserve in June 1950 and was recalled to active duty November 1950. My question: Is it possible for me to retire at 16 years under the old "16, 20 and 30 bill" which was in effect at the time of my 1921 enlistment? — D.M.R., BMC, USNR.

• There is no 16-year retirement for Naval Reservists. Members of USNR are eligible for retirement with pay after completion of 20 years active duty, 30 years active duty, or 20 years "satisfactory Federal service," as provided by Public Law 810 (80th Congress).

Apparently you are thinking of the Fleet Reserve to which Regular Navy personnel only may transfer after completion of 16 or 20 years. — ED.

Rank Upon Retirement

SIR: I am confused. ALL HANDS, November 1950, page 27, states in effect that temporary officers are retired in the highest grade held on or before 30 June 1946. The January 1951 issue of ALL HANDS, page 27, states in effect that temporary officers will be retired at the highest grade held at any time. I am a permanent chief petty officer holding the temporary rank of lieutenant. I was appointed to this grade in January 1951. I was appointed as a temporary lieutenant (junior grade) in December 1945. The two articles appearing in ALL HANDS seem to conflict. Will I be retired as a lieutenant, or as a jaygee?—E.W.L., LT, USNR.

• If you are not appointed to a higher rank between now and the date you retire, and you continue to serve in the grade of lieutenant, you'll be retired as a lieutenant. Between the November 1950 and January 1951 issue of ALL HANDS, the Judge Advocate General gave an opinion in which he stated that existing law permits the retirement of temporary officers in the grade in which serving on active duty at the time of retirement, even though appointment to that grade was subsequent to 30 June 1946. Prior to this opinion, it was held that the highest grade in which a temporary officer could be retired, or to which he could be advanced, was that in which he had satisfactorily served on or prior to 30 June 1946.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• **First Marine Aviation Force** (World War I): A reunion is planned for late 1951, to be held in San Francisco. All who served in this force should send names and addresses to the Public Information Office, Marine Corps Air Station, El Toro (Santa Ana), Calif.

• **uss Eldorado** (AGC 11): A reunion is planned. For information, contact Charles Ruzic, 6421 South Honore St., Chicago 36, Ill.

• **Naval Shore Patrol**, 9th Naval District: Forth annual convention of the 9th Naval District Shore Patrol Association will be held in LaCrosse, Wis., on 22, 23 and 24 June 1951. For further information, contact Joseph J. Burmek, Pres. 4173, No. 15th St., Milwaukee 9, Wis.

• **U.S. Naval Armed Guard:**

Veterans of the U.S. Naval Armed Guard will hold its 1951 reunion on Saturday evening, 2 June 1951. For information, write Bill Monnot, Chairman, 324 E. 143 St., Bronx 51, New York, N.Y.

• **Company A, NTS Cornell University** (Graduated 25 Feb. 1943): All former members of this class interested in holding a reunion should contact Charles A. Krull, 6225 West Jefferson St., Philadelphia 31, Pa. Date and place are still to be decided.

• **uss PC 810:** All former members of this ship's company interested in a reunion in the near future should contact W. L. Brown, Jr., 330 W. Ridge Street, Danville, Va. Time and place are still to be decided.

• **uss Carnelian** (PY 19)—All former crew members interested in a reunion at some future date or in preserving old friendships should write to Ensign Joseph K. Albertson, 529 Flint St., High Point, N. C.

Overseas to U.S. Rotation

Sm: When my tour of duty at Pearl Harbor ended in July 1950, I was rotated to the Philippine Islands instead of to the United States because of the Korean conflict. Will I be transferred back to the States when rotation starts again or will I have to serve the full two-year tour in the Philippines?—C.H., YN3, USN.

• **AlPac 69-50** extended indefinitely the tours of overseas duty for all personnel in the Pacific, but announced the plan to resume rotation in that area about April 1951. At such time as this happens the provisions of BuPers Circ. Ltr. No. 74-50 (NDB, 31 May 1950), will again apply in the cases of personnel in that area.

This letter states that personnel completing normal tours of overseas duty may expect to be returned to the United States for reassignment and also that personnel transferred from one overseas area to another should be credited with the time served in the first area. In your case, then, you should not be retained on duty in the Philippines after rotation is resumed merely for the purpose of completing the 24-month tour prescribed for that area.

Of course, there are a number of personnel in situations similar to yours who will also be eligible for rotation when the present restriction is lifted and whose transfer will have to be phased over a period of time. In this connection, consideration probably will be given to such factors as total length of overseas tour, the desires of the individual and the needs of the service.

This information is based on presently existing policies and directives. While there is no deviation from these directives now foreseen, future plans will necessarily be dictated by future developments.—Ed.

When Does Leave Start?

Sm: A policy of granting leave starting only at 1630 — except in emergencies — has been started at this command.

According to the BuPers Manual, Article C-6313(1), the "day of departure" is counted as a day of duty. Does this mean that the service should get a full day's work from a man or is this "day of duty" supposed to be a sort of bonus?

Also we have an enlisted Wave in our office who is married to an enlisted

Marine. Can either of them draw basic allowance for quarters? — P.M.L., YN2, USN.

• **The hour of departure for commencing leave is at the discretion of the commanding officer. The day of departure might be referred to as a "sort of bonus" — depending upon the hour of departure as set by the CO.**

You do not give enough facts to answer your query on BAQ. However, there will be a circular letter in a forthcoming Navy Department Bulletin which will cover the subject in detail. — Ed.

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Gallant Constitution Gets First Overhaul in 20 Years

THIS SPRING the sound of carpenters' tools will again ring throughout the old hull of the U. S. Frigate *Constitution* as shipwrights and joiners once more set right the ravages of time.

Almost 18 months ago the Bureau of Ships was already circulating to various lumber producers' associations a list of the great timbers the 1951 repair job will require. Shortly thereafter, some of the biggest red-oak trees in America—in a forest near Winchester, Va.,—were feeling the bite of the ax. Later they came out of the sawmill in the form of timbers as large as eight by eight inches in cross section and 30 feet long, or 16 by 16 inches in cross section and 20 feet long. After many months of careful seasoning, they went to a treating plant in Nashua, N. H., for impregnation with preservatives. Thence, on to Boston, where *Old Ironsides* lies.

The present overhaul will be *Constitution's* first extensive renovation since the restoration of 1927-1931. If today's job has its problems as regards procurement of materials and skilled woodworkers, the overhaul of 20 years ago presented more of them. It was a much bigger task because of the worse condition of the ship.

As far back as 1923, four years before that restoration began, it was apparent that *Constitution* was in very poor condition. She was badly distorted—11 and one-fourth inches wider on the port side than on the starboard; the stem was bent more than eight inches to port, the center of the keel humped up 14 inches higher than the ends.

On 4 Mar 1925, SecNav was authorized by Congress to "repair, equip and restore the frigate *Constitution* as far as may be practicable to her original condition, but not for active service." With this authorization came permission to accept and use donations or contributions which might be offered.

After being trussed up so that she wouldn't break in two when lowered upon the blocks, *Constitution* was drydocked in 1927. Among the hard-to-get timbers that went into the ship during the next four years were more



' . . . Her thunders shook the mighty deep, this eagle of the sea . . . '

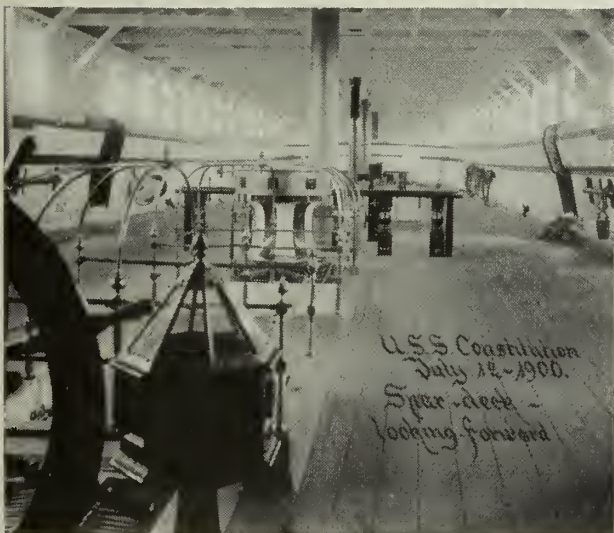
than 300 white-oak knees—timbers which grew in a curved shape, used for bracing. These were two years in the finding. New masts were stepped, but their construction didn't require the mammoth trees that a person would imagine. Since 1811 *Constitution's* masts had been of the "four-tree built-up" type, and the new set was manufactured at the Boston Navy Yard, where the work was going on.

There was also much difficulty in finding correct plans and drawings, but the work progressed to a satisfactory close. On 1 July 1931, a 21-gun salute rang over Boston Harbor, and in the presence of a distinguished company *Old Ironsides* was placed in full commission for the first time in more than 100 years.

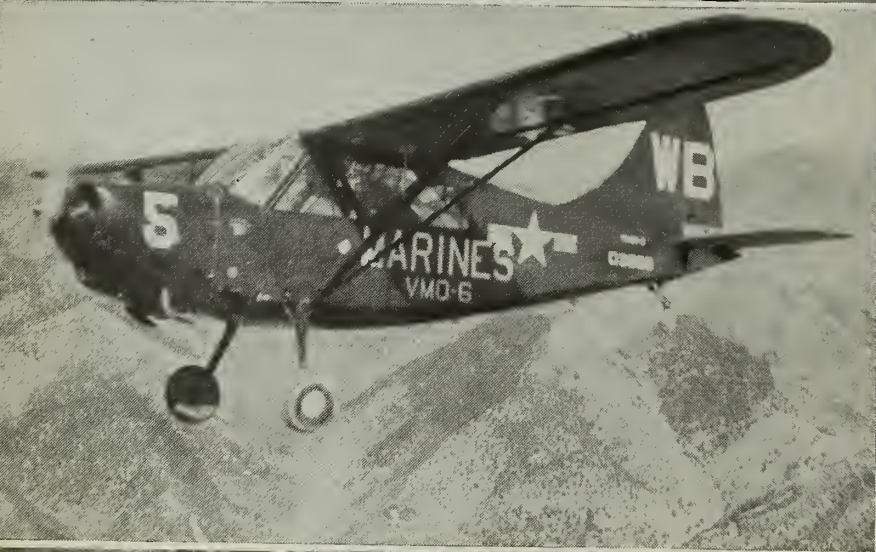
She was a different-looking ship then from what she had been while serving as a receiving ship at Portsmouth, N. H., and well she might have been. All but 10 per cent of the ship was new material; careful researchers had studied reams of old diagrams and records to make her restoration fully authentic. Almost a million dollars' worth of labor and material, approximately three-fourths of which had come from the loyal purses of individuals and private institutions, had gone into her renovation.

Although she took part in several important battles in her earlier years, never was *Constitution* in such dire danger as in the period of 1828-1835. Then approximately 30 years old, the ship was ordered broken up and sold. But public sentiment, fanned by Oliver Wendell Holmes' ringing poem, prevented the scrapping. Since then, the ship has undergone periodic restoration, and has served for many years as a national relic.

Captions from "Old Ironsides," by Oliver Wendell Holmes.



' . . . Her deck, once red with heroes' blood, where knelt the vanquished foe . . . '



TODAY'S NAVY

L. T. DuBose Becomes Chief of Naval Personnel As Relief for J. W. Roper, Named ComCruDesPac

Vice Admiral Laurance T. DuBose, USN, has relieved Vice Admiral John W. Roper, USN, as Chief of Naval Personnel and Deputy Chief of Naval Operations (Personnel). Admiral DuBose holds the rank of vice admiral in his new assignment.

Commissioned in 1913, Admiral DuBose has a long record of service on board battleships, cruisers, and destroyers. He is perhaps most noted for his service as commanding officer of *USS Portland* (CA 33) during the period that vessel was engaged in several



VADM DuBose

fierce surface and sea-air battles of the Guadalcanal campaign. Later in World War II he served as commander of several task groups and task forces involved in Pacific combat operations. Prior to his new assignment, Admiral DuBose served since October 1949 as Commander Cruiser Destroyer Force, U.S. Pacific Fleet.

Admiral Roper will assume new duties as Commander Cruiser Destroyer Force, U.S. Pacific Fleet—the position formerly held by Admiral DuBose. Admiral Roper has served as Chief of Naval Personnel since September 1949. Prior to that he served for 31 months as Deputy Chief of Naval Personnel.

Naval Academy Honored

The U.S. Naval Academy has been awarded France's highest decoration, the Croix de la Legion d'Honneur, and the Croix de Guerre in recognition of services rendered to French Government in the past.

The President of France, Vincent Auriol, presented his government's highest decorations during his state visit to America.

President Auriol's visit coincided with that of the 6,500-ton French training cruiser *Jeanne D'Arc*. Her week-long visit to Annapolis was highlighted for 136 French Naval Cadets and 500 crewmen by a tour of the Academy and sightseeing in nearby Washington.

← The Navy in Pictures

LOADING JETS, *USS Leyte* (CV 32) lies alongside a pier at Yokosuka, Japan (top right) prior to her return to the U. S. Top left: Navy model railroaders at Yokosuka discuss their realistic miniature lay-out. Left Center: Marine hedge-hopper pilot spots Communist concentrations from the air. Left below: Two Pearl Harbor hula queens exhibit a few wriggles for homeward-bound men of *USS Endicott* (DMS 35). Below right: Marine Sgt. A. D. Gabriel, who was wounded at Changjin, Korea, now teaches a cooking 'short course' to women Marines who will then be assigned to mess duty.

YESTERDAY'S NAVY



First sea fight of the Revolution took place off the Maine coast 12 June 1775. Volunteer woodsmen armed chiefly with axes and pitchforks put to sea in a lumber sloop and captured the English *Margaretta*, an armed cutter.

JUNE 1951

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30



HANDY-ANDY ship to have around, an ARV can make major repairs to jets as well as conventional planes. Machinery is located on ship's tank deck.

Converted LSTs Operate as Aircraft Repair Ships

Here's something a lot of sailors probably don't know: The Navy has repair ships for airplanes. They're not the aircraft tenders which everybody knows about; they're aircraft repair ships.

There are, in fact, four of them. They operate in pairs — one ship fixing engines and the other concentrating on fuselage work. Each pair is called a division. There are two divisions, one assigned to the Pacific and the other assigned to the Atlantic.

The Pacific division consists of the aircraft repair ships *uss Fabius* (ARVA 5) and *uss Aventinus* (ARVE 3). The two comprising the Atlantic division are *uss Chloris* (ARVE 4) and *uss Megara* (ARVA 6). All of them are converted LSTs.

To make an LST into an aircraft repair ship, the Navy begins by putting a goodly amount of the

proper machinery into the forward cargo area. Then you take aboard a group of good men who know how to use that specialized repair equipment. You end up with a crew approximately three times as large as an LST would ordinarily carry, and you have a ship that's ready to fix airplanes — all kinds of heavier-than-air aircraft.

Together, two ships — an ARV (E) and an ARV(A) — form a small but complete overhaul and repair department. The division is set up to be ready for immediate operations as it moves in behind landing parties near newly established airfields.

While the new Atlantic division was manning its ships, many of the prospective crew members learned the fundamentals of aircraft mechanics and repair at the O&R Department, NAS Jacksonville, Fla., and at Navy schools.

vessels sunken or beached at Palau, Saipan and Truk. Vessels scheduled for salvaging include the Japanese cruisers *Agano*, *Naka*, *Yubari* and *Katori*, five destroyers and 13 submarines.

Salvage operations will be conducted by private salvage activities under the jurisdiction of the High Commissioner of the Territory of the Pacific Islands.

Armed Forces Day

The Navy and Marine Corps are teaming up with the Army and Air Force in the second annual celebration of Armed Forces Day on 19 May. The theme of this year's observance is based on the slogan, "Defenders of Freedom," and emphasis will be on community-level relations.

"Open house" will again be the order of the day at many installations and aboard ships in port, where much of the latest equipment will be on display.

Parades, flight demonstrations and exhibits will highlight the day. Speeches by high-ranking officers and government officials have also been scheduled for the period 12-20 May.

Radio and television networks and stations are planning special programs. Libraries and stores are cooperating with display projects.

Films depicting various phases of activity in each of the services are to be shown. At NTS, Pensacola, Fla., a movie describing a day in the life of a naval aviation cadet is being readied for release to coincide with Armed Forces Day.

Fire Fighters Honored

Top honors were won by fire fighters at the Boston Naval Shipyard and the Naval Ordnance Laboratory for their efforts during Fire Prevention Week. The awards were made by the National Fire Protection Association.

Boston Naval Shipyard's fire department has a unique system of fire prevention, based on the motto "No Fire, No Loss." There, a man comes to work an hour late in the morning, stays an hour late in the evening—checking to see that all scrap is safely stowed in containers outside the buildings. Precautions of this nature have resulted in fewer fires with minimum loss of property.

A "mutual assistance pact," has been formed with fire departments in nearby communities. The NOL fire department responds to calls within 10 miles of the laboratory, often lending certain types of extinguishers or other equipment when fires of an unusual nature break out. In return, the local companies answer NOL alarms "on the double," bringing their hook and ladder truck and other equipment that NOL does not have.

Jap Ships Source of Scrap

Metal claimed from salvaged Japanese warships and merchantmen now rusting in western Pacific waters will soon be helping to solve America's growing shortage of iron and steel scrap.

Navy estimates reveal there is a possibility of recovering more than 400,000 tons of scrap metal from

Highlight of NOL's Fire Prevention Week program was a simulated fire—complete with smoke pots and “trapped” personnel—which was successfully “put out” by the department, with the cooperation of three local volunteer companies and a rescue squad.

Details of Shipbuilding Law

Public Law 3, 82nd Congress, authorizes the President to acquire or have built 500,000 tons of modern naval vessels and to modernize up to one million tons of vessels now on the Navy list.

Of the half million tons of naval vessels whose acquisition is authorized, combatant vessels are to comprise 315,000 tons. The law gives a breakdown of this tonnage as follows:

- Warships, 100,000 tons, including one aircraft carrier up to 60,000 tons in displacement.
- Amphibious warfare vessels and landing craft, 175,000 tons.
- Mine warfare vessels, 25,000 tons.
- Patrol vessels, 15,000 tons.

One hundred seventy-five thousand tons of the Navy shipping which may be acquired will be auxiliary vessels. Nine thousand tons will consist of service craft; and 1,000 tons of experimental types is authorized.

The million tons of authorized conversions consists entirely of combatant ships, divided as follows:

- Warships, 990,000 tons.
- Mine warfare vessels, 10,000 tons.

The law includes a provision regarding appropriation of funds for acquiring and converting vessels, and another forbidding sale, transfer or disposal of warships without specific Congressional authorization.

Navy Model Airplane Host

For the fourth consecutive year, the Navy will play host to the National Model Airplane Championship Meet, to be held at the Naval Air Station, Dallas, Tex., during the week beginning 23 July 1951.

The Navy will sponsor two events. In one, radio-controlled model planes will be sent to drop tiny bombs on a miniature target. The other will involve take-offs and landings on a simulated carrier deck.

Contestants from the 48 states, Hawaii and Canada are expected to participate in the meet.



TRIAL RUN is given the new engine. Capable of driving a boat at almost 22 knots, gas turbine weighs only 150 lbs. Exhaust pipes are temporary ones.

Gas Turbine Engine Tested for Use in Small Boats

The gas turbine may go to sea in boats, if tests being conducted at the U.S. Naval Engineering Experiment Station, Annapolis, Md., turn out right.

A 24-foot boat was whipped along at more than 21 knots by the new engine in early tests at the Severn River station. Continued tests were expected to prove whether or not the smaller, more smoothly operating engine would out-perform conventional piston-type boat engines.

The gas turbine resembles a jet engine in some ways, but not in all. Combustion of fuel produces a terrific continuous blast in each, but

in the gas turbine engine the blast isn't used for its direct jet effect. Instead, it spins a fan-like turbine which is geared to the propeller shaft. While simple in construction, gas turbines present engineering problems because of high operating temperatures. They operate more smoothly than the usual gas or diesel engine, but their exhaust is likely to be very noisy.

Little space was required for the experimental gas turbine engine tested at Annapolis. The 175-horsepower unit weighs only 150 pounds, and can be easily installed and removed. It will run on gasoline, kerosene or diesel oil.

Whole Blood to Korea

If there's anything that gets out to U.S. fighting men more quickly than air mail, it's blood—whole blood, type “O”. A typical shipment, tended by a woman member of the Navy's Medical Service Corps, went from Travis Air Force Base, Fairfield, Calif., to an evacuation hospital in Korea in less than four days.

The Military Air Transport Service is responsible for transporting the blood and for keeping it supplied with an ice pack enroute. The original plane goes straight through to Tokyo, stopping only in Honolulu and on Wake Island for fuel and for more ice if necessary.

Before starting its rapid crossing, the blood is collected from Red Cross blood centers throughout the U.S. and put through the processing laboratory at Travis Air Force Base. It is then packed in refrigerated shipping containers, each of which holds 16 to 24 bottles of blood. The bottles are placed in a circular metal rack so that they are all near an ice container in the center. Ten to 18 pounds of ordinary ice will keep the contents at a suitable temperature for approximately 24 hours when the air temperature is 80°.

Type “O” blood has been found suitable for transfusions to more than 99 per cent of all patients, regardless of their own blood types.

Joint Training Maneuvers

The Navy will participate in Operation Southern Pine, a joint Army and Air Force training maneuver to be held in August in the vicinity of Ft. Bragg, N. C.

The exercises are planned to provide additional training for newly inducted personnel and for officers recently commissioned through the Reserve officer training programs. The maneuvers will also provide support for the summer training programs of "part-time servicemen" in the civilian components of the armed services.

Snorkel Subs on the Ways

USS *Trigger*, first of a new type of submarine known as the "Tang class", will soon be launched at New London, Conn. Five others, including USS *Tang*, are on the ways, and are all named for earlier submarines with distinguished combat records which were lost in action in World War II.

The new snorkel equipped subs will have a surface displacement of about 1,600 tons, an over-all length of 262 feet and a surface speed of 20 knots. When submerged, their speed will be "15-plus." Exact beam,

draft and armament will not be revealed for reasons of security. These new submarines incorporate in their design the advanced features found necessary from wartime experience and developed since the war.

He's Served the Longest

The oldest enlisted man on active duty in any branch of the armed forces—from the standpoint of continuous active service—is a Navy lieutenant.



LT A. C. Morris

however, he will hold the rank of lieutenant.

Only three active naval officers can boast of longer records—Fleet Admirals William D. Leahy, commissioned in 1897; Ernest J. King, commissioned 1903; and Chester W. Nimitz, commissioned in 1907.

With more than 43 years of active service, Chief Musician Alexander C. Morris, USN, tops the list. As long as he keeps his present assignment as leader of the U.S. Naval Academy Band at Annapolis, Md.,

Momsen to ComSubPac

Rear Admiral Charles B. Momsen, USN, has been ordered to report as Commander, Submarine Force, Pacific Fleet. He relieves Rear Admiral John H. Brown, Jr., USN, who reports as relief to Commandant, 4th Nav-Dist.

Rear Admiral Roscoe E. Schuirmann, USN, Com 4, is scheduled to retire in June.

Rear Admiral Momsen is the inventor of the Momsen lung, a device to aid crewmen to escape from sunken submarines.

Marine Unit Wins Trophy

The Marine Air Reserve Trophy for 1950, awarded to the top radar unit in the nation, has been won by Marine Ground Control Intercept Squadron 15, NAS Atlanta, Ga.

The trophy now being awarded for the second year goes to both the best fighter squadron and the best ground control intercept unit. Fighter Squadron VMF-451 of NAS Willow Grove, Pa., shares the honor with the Atlanta radar unit for 1950. Awards for 1949 went to VMF-141 of NAS Miami, Fla., and MGCIS-19 of NAS Grosse Ile, Mich.

Selection of the Atlanta radar unit

Crew of MSTs Transport Develops New Stretcher Hoist for Wounded

A new stretcher hoist has been developed by crewmen aboard MSTs ship USNS *General Stuart Heintzelman* (TAP 159) which simplifies the problem of bringing wounded aboard ship quickly and comfortably.

Ships of the *Heintzelman* class do not have small motor-driven winches used on hospital ships. Cargo lifts are too rough on patients and boat lifts have also proved unsatisfactory.

In the past casualties have had to be carried aboard by hand, with risk not only for the wounded but for the stretcher bearers. It's no easy job to maneuver a stretcher patient up a gangway from a small boat, pitching and tossing with 15-foot waves.

The men aboard *Heintzelman* decided to improve the system. First they tried using a hand hoist. It helped in some ways but also presented problems of its own. The standard sling did not work

with the Army pole-type litter so patients had to be transferred to the Navy Stokes litter. There was also difficulty in keeping the



CASUALTY is lowered gently to the deck of USNS *Gen. Heintzelman* by use of the new sling arrangement.

stretcher level while hoisting it aboard.

They devised their own lift.

Basically a hand hoist, the lift has special adaptations to permit quick, easy handling of patients. Suspended from one center line are two evenly balanced slings with bars for the pole-type stretcher as well as corner pulls for the Stokes stretcher. This construction makes slipping or tilting impossible.

Only a few seconds are needed to fasten the stretcher in the slings, buckle straps across a patient's chest and legs and hoist him aboard smoothly. Guide lines from the side of the ship until it clears the ship's rail. On deck, the slings are quickly slipped off and the patient is turned over to the medical department.

At Hungnam, Korea, 62 patients were brought aboard *Heintzelman* without incident, during the stretcher hoist's period of baptism.

was based on the squadron's combat readiness, drill attendance, completion of scheduled training, performance during annual training maneuvers, inspection results and fulfillment at the time of mobilization of unit strength requirements.

East Meets West on Ship

East is east and west is west, but the twain certainly did meet on board an MSTs transport in the vicinity of Korea.

The U.S. Navy chaplain on board the vessel found that he had Hindus, Moslems, Buddhists, Jains and Sikhs in his little flock, in addition to the Christians. Also, he had a brand-new Moslem Hodja (chaplain) to show about the ship and to whom he was expected to give instruction in the duties of the chaplaincy.

A chaplain in the Turkish forces is a rare person. The one mentioned here is the first they've had in a long time. During the time he and the cosmopolitan group of fighting men were aboard the ship, religious services for each faith were held frequently. It's believed that this was the first time in history that military chaplains of the Christian and Moslem faiths have thus worked together.

Family Has 12 in Service

The Leblanc family, of Litchburg, Mass., has a soft spot in its heart for the armed services. Twelve of the thirteen Leblanc brothers and sisters are serving in the armed forces. Seven brothers are in the Navy, two brothers chose the Army and three sisters are in the Women's Army Corps. The thirteenth child of the family is 14-year-old Jimmy, at home with father Leblanc who served many years with the Canadian Army.

Flight Students Hot

With three successive target banners riddled by 1,038 hits, one flight of F8F *Bearcat* advanced training students at NAAS, Cabaniss Field, Corpus Christi, Tex., is pretty proud of its marksmanship.

Their best banner showed a total of 389 hits out of a possible 400, or an average of 22.5% hits for each student pilot.

The marksmen credit their success to good training and an extensive ordnance program.

Big Dish to Eavesdrop on Sun, Moon and Stars

A giant "radio telescope" with a 50-foot "mirror" is now available to Navy scientists for study of invisible radiations constantly emitted by the sun, moon and stars. It is expected that such study will be valuable in the fields of long-range weather forecasting and radio communication.

The new telescope is the latest advance in the Navy's program of radio astronomy. The present program was begun at the Naval Research Laboratory, Office of Naval Research, in 1946 to extend the range of astronomical observations.

Performance of the radio telescope is explained, briefly, as follows:

Although energy is sent out constantly by the sun, moon and stars, only a small portion of it gets through the earth's atmosphere. That which does get through is partly in the visible field, in the form of light, and partly invisible—energy in the microwave radio range. The new radio telescope is designed to do a good job of picking up the second-mentioned type of energy waves.

A Navy 5-inch gun mount provides support for the huge reflector and permits it to be turned in any direction. The installation, erected on the roof of a Naval Research Laboratory building at Washington, D.C., weighs a total of approximately 75 tons. Of this weight, the 600-inch aluminum dish constitutes



RADIO TELESCOPE, 600 inches overall, will help Navy forecast future weather, reduce radio static.

less than 20 per cent, with the gun-mount mechanism making up the rest.

The primary purpose of the Navy's program of radio astronomy is given as, "to extend man's knowledge of the universe through study of such problems as the composition of the sun's atmosphere; times and nature of radio emissions from the sun, moon and stars; cause and nature of solar outbursts or "flares." ONR is also conducting such research at Cornell University, under contract.

For an account of earlier work with a smaller dish antenna, see ALL HANDS, May 1950, p. 41.



FULLY MOUNTED, a scientist's dream, huge telescope dwarfs main administration building. Special supporting framework had to be built to hold it.



HER PILOT, MSgt Donald Ives, swears by 'Old 24' and vows that the Corsair will paste the enemy a few more times before heading for pasture.

F4U Marine Fighter Plane Turns in 150th Mission

The most admired piece of machinery on board *uss Bataan* (CVL 29) is a rugged old F4U fighter, its patched fuselage covered with bomb score markings.

"If they gave out medals for planes, old Number Twenty-Four would out-ribbon 'em all," said the crew chief of Marine Fighter 212, which operates from the carrier. Master Sergeant Donald A. Ives, USMC, who had just flown the veteran plane on its 150th combat mission over Korea, nodded in agreement.

The fighter is a veteran of two wars. In World War II she was used on combat missions at Okinawa while that island fortress was being wrestled from the Japs. Moth-balled at the war's end, "Old 24" came out of her cocoon at the outbreak of the Korean action and once again was assigned to the "Double Dozen" squadron. Her 150 combat missions are considered

an outstanding achievement for a fighter plane—possibly a record. The plane has exceeded its life expectancy several times over.

The Old Lady put on quite a demonstration in celebration of her 150th combat mission. Piloted by Sergeant Ives, she flew deep into enemy territory and sloshed a napalm bomb into the doorway of one of three warehouses near a Korean railway depot, transforming all three into charred wreckage. Her bombs and rockets knocked out three more warehouses, and she topped off the day's activity by strafing dug-in enemy positions on a Korean hillside.

The durable, tough Old Lady is spotted with patches where enemy flak ploughed through her metal skin, but she still flies beautifully. Marine pilots of Fighting 212 swear by the old girl, declare she is good for still another war—if needed.

Soldiers for a Day

In a unique move, sailors of *uss Eldorado* (AGC 11) and soldiers from the front lines exchanged places for a day in Korea. The blue-jackets went ashore, the foot soldiers came aboard ship.

The sailors—feeling somewhat strange in combat fatigues and heavy battle helmets—took off for

the front lines to learn first-hand what the infantryman does. For 12 hours, they tried on foxholes for size, trudged over the rough Korean terrain and observed the infantry's latest weapons in action.

Meanwhile, the GIs, cleanly shaven and elad in their best fatigues, were taken on a stem to stern tour of the amphibious command ship.

Old Timer Back in Action

"I'm glad I'm in Korea with these kids, where I belong," says Earl E. "Pop" Brown, TE1, USNR. "When they get to feeling bad, they take a look at me and perk right up."

Pop Brown is 50 years old, and a veteran of three conflicts. Still, he may have exaggerated about how good the youngsters feel after comparing themselves with him. He looks much younger than he really is.

The TE1, who is in charge of the post office aboard the hospital ship *uss Repose* (AH 16), is a veteran of 26 years in the U.S. Postal Service, as well as a veteran of World Wars I and II. When his postal duties take him barrelling across a sniper-infested countryside in a jeep or take him over the ship's side in a bos'n's chair, he's right in their pitching.

Brown served in the Army of Occupation in Germany in 1920 and 1921. He was in charge of a mobile postal unit in New Guinea during the Navy's South Pacific campaign of WW II.

Two Bataans in Korean Waters

Teamed together for the first time, two warships bearing the same name are members of the United Nations naval forces in Korean waters.

Operating as part of an escort screen for the American aircraft carrier *uss Bataan* (CVL 29) is the Australian destroyer *HMAS Bataan*. Both ships are named for the heroes of the Bataan death march in the early days of World War II.

A Bell for Quantico

Marine Corps Schools, Quantico, Va., was the recipient of a token of esteem from Britain's Royal Marines—an ancient bell which had long been a Royal Marine trophy.

The memento, known as the Canton Bell, was captured in 1857, when the Royal Marines stormed and took Canton. This was during Great Britain's Second China War. The bell was taken to Chatham Barracks in England, where it was ensconced until last year, when the barracks was closed.

In connection with the presentation, a British officer said, "Let it be a token of the close and cordial bonds which have knit our two famous Corps together both in peace and war for so many years."



FRENCH-SPEAKING sailor, R. A. Rousseau, YN3, explains MATS insignia to a group of visiting French Navymen.

Sheik Visits U.S. Ship

Sheik Bechara El-Khoury, President of Lebanon, paid his first call on an American warship when he boarded the heavy cruiser, *uss Newport News* (CA 148) in Beirut harbor.

Newport News, *uss Wright* (CVL 49), *Steinaker* (DD 863), *Vogelgesang* (DD 862), *Ellyson* (DMS 19), *Jeffers* (DMS 27), and *Chukawan* (AO 100) were in Beirut on a goodwill visit.



SEABEE TEAM, R. W. Butler, CEG2 (left) and his father, W. H. Butler, CEGCA, work at NOB Guantanamo.

All-Reserve Air Group

The first all-Reserve carrier air group on its way to operate in the Far Eastern waters has a national flavor. It is composed of four Organized Reserve squadrons from Olathe, Kan.; Glenview, Ill.; Memphis, Tenn., and Dallas, Tex.

To prepare themselves to fly close air support missions in Korea, the weekend warriors completed six months of intensive training under simulated combat conditions which included rocket firing, bombing and gunnery practice.

Navy Gets Army ID Tag

As current stocks of Navy identification tags become depleted, new issues will be made utilizing the Army-type metal tags and necklace with extension, as part of the plan to standardize identification tags throughout the armed forces.

The new tag is embossed in the same manner as the present pay plate and will contain the same data: name, file or service number, blood type, USN or USNR designation and religious affiliation, if desired. The old tags were "indented."

It will be necessary to alter equipment to process the new tags and activities authorized to prepare and issue identification tags are advised that it is easier to convert the machines now used to emboss pay plates so that they can handle both pay plates and ID tags than it is to convert the equipment used to indent the present tags.

Two New Helicopters

Two new helicopters, designed to carry combat-equipped Marines and capable of operating from all types of naval vessels, are being built for the Navy.

The two types were selected for production from among 23 designs submitted by helicopter manufacturers. Both carry passengers and cargo in addition to the pilot and co-pilot. Both are designed to accommodate litter patients. Another similarity of design is foldable rotors for easy storage on board ship.

One of the helicopters features a single five-bladed rotor and an anti-torque tail rotor typical of previous Sikorsky designs. The other helicopter is a single three-bladed, jet-propelled main rotor type.

No details concerning flight characteristics or the number that will be produced have been announced.

QUIZ AWEIGH

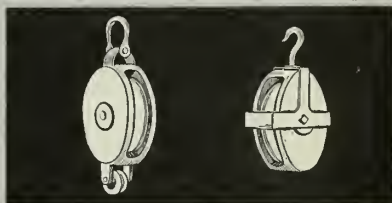
An apt sailor can rapidly acquire the art of deck seamanship. Unfortunately, however, he can just as rapidly forget this knowledge during a period of non-application



Rape, called line in the Navy, is one of the seaman's most valuable and most constantly employed tools. It has been used continuously since man first put to sea. And a line is no better than its knot, the proper tying of which is an enviable skill. Above are pictured two common uses of line.

(1) At the left is (a) clove hitch (b) two half hitches (c) round turn and two half hitches.

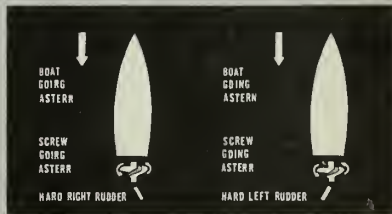
(2) At the right is (a) round turn and two half hitches (b) clove hitch (c) rolling hitch.



Closely allied with lines are blocks and tackles.

(3) Pictured above (left) is (a) gin block (b) wood block (c) snatch block.

(4) At right is (a) fiddle block (b) wood block (c) gin block.



(5) After studying the boat handling situations above, you should know that under conditions described at the left, the boat's stern would (a) swing to port (b) swing to starboard (c) continue straight astern.

(6) The stern of the boat at the right would (a) continue straight astern (b) swing to port (c) swing to starboard.

ANSWERS TO QUIZ ON PAGE 53

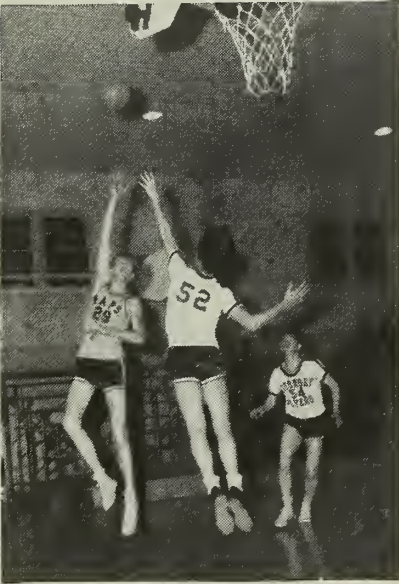


BOWLING CHAMPS of Washington, D. C., for 1950-51 NAS Anacostia team tosses Coach Bob Rhea in the air. High single game was 255; high series 642

Hot Basketball Prospects

The Naval Academy Preparatory School, where bright young sailors are drilled in scholastic subjects that will aid them in passing Annapolis entrance exams, is also a good place to preview what's in store for the Academy athletically. As NAPS wound up its basketball season this year, officials thought they had spotted their greatest court prospect in years.

Cause of all the excitement was gangling, tow-headed Don Lange,



HOT HOOPSTER—A stand-out in All-Navy play, lanky Don Lange, DKS_N, USN, may soon play for the Academy.

DKS_N, USN, a six-foot-five stringbean who plays basketball so relaxed that it sometimes fools spectators into thinking he isn't trying. It usually comes as a shock to learn he has scored 25 to 50 points during the game.

Equipped with arms that dangle almost to his knees and ham-sized hands, Lange scores mostly with a deadly "soft touch" hook shot that's almost impossible to stop.

Lange's appearance of laziness is deceptive. He has worked hard to develop his natural talent, still is considered a diamond in the rough. Three seasons ago, when he played with NSD Bayonne, N.J., Lange was just what he appears to be now—a poorly coordinated, clumsy ball handler whose shots sometimes missed the backboard. He began spending off duty hours on the hardwood, practiced hook shots until his skinny arms ached. Lange improved fast. Next season he became a mainstay for the NOB Norfolk Bluejackets, and when augmented by the "Norfolk Flyers," a sensation in the All-Navy championship finals.

With Lange dropping in an average of 28 points per game, NAPS had its most successful season, winning 15 out of 18 games, mostly against college freshmen competition. Fans are rubbing their hands in anticipation of the day when Lange comes under the capable tutorage of Academy Coach Ben Carnevale. If Lange comes along as expected, he should be something to see in collegiate competition.

Football Clinic for Marines

Two of the nation's top college coaches will conduct the second annual Marine football clinic this year.

Coach Paul Bryant of the University of Kentucky and his staff will conduct the week-long clinic at MSC Quantico, Va., beginning 9 July 1951. Coach Stu Holcomb of Purdue will conduct the clinic for West Coast Leathernecks, beginning 16 July 1951 at Camp Pendleton, Calif.

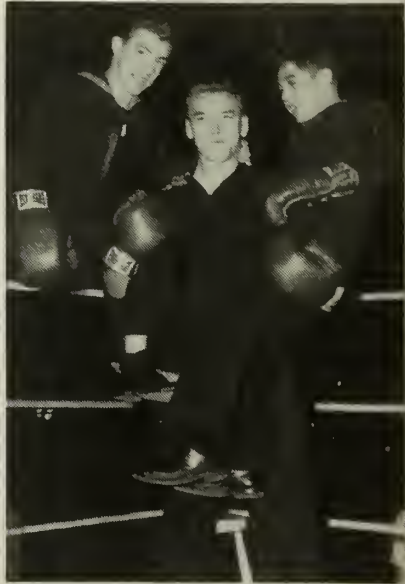
Purpose of the clinic is to bring Marine Corps football coaches up to date in the latest tactics and strategy employed and other developments in present day college football.

Navymen Win Judo Honors

Two members of the Navy stationed in Japan have won high honors in Japanese judo competition.

By defeating all other contestants for the honor, Commander Robert H. Ward, MC, USN, was awarded the second degree, black belt—a much sought after title. The other Navy title winner was Fred D. Iannaczyl, HN, USN, who was awarded the first degree, black belt honor.

Judo is becoming increasingly popular with Navy personnel in the Far East. The sport is adapted from jujitsu, which is the physical art of throwing, stabbing, kicking, holding, bending, and twisting the joints.



HEAVYWEIGHT Bill Copenhagen, Northeast contender, holds flyweights Lee Reamy and Frank Fondrisi.

Judo is a less brutal method of defense and attack.

Honors in judo are awarded in 13 degrees. First are the white, green, and brown belts, then the first degree, black belt, up to the 10th degree, black belt.

Shipboard Skeet Shooter

When J. B. Raborn, Jr., AOC, USN, one of the Navy's skeet shooting experts, packed his gear and went to sea, he didn't stow away his shotgun. Blasting away at clay pigeons hurled from the stern of his ship, *uss Jupiter* (AVS 8), Raborn has proved his aim is just as deadly from the rolling deck of a ship as from the solid ground of a skeet range.

Raborn was a member of a five-man Navy team that won first place in the All Service Class "C" skeet shoot at Dallas, Texas, last August. The team shattered 1197 clay pigeons out of 1250, with Raborn firing 238x250.

Back on board ship and headed for the Far East, Raborn realized he would have to practice to stay sharp, so he planned to practice at sea. His skeet shooting is now popular off-duty entertainment for the crew, who gather on the fantail when they see him carry his 12-gauge automatic shotgun aft.

Chief Manages Air Force Team

The first Navy man to ever manage an Air Force baseball team is H. A. "Red" Boucher, AGC, USN.

During his tour of duty in the Canal Zone, first at NAS Coco Solo and more recently at Albrook Air Force Base, Boucher has established a phenomenal record as a baseball manager. During the 1949-50 season he piloted NAS Coco Solo to a 40 won, 10 lost season. Transferred to Albrook as a member of a Joint Navy-Air Force weather unit, he was given the job of piloting the airmen horsehiders. At mid-season his team had racked up an amazing 30-won, 1-lost record with no signs of letting up.

The Air Force is so pleased with their sailor-pilot that the base commander held a surprise assembly in his honor and presented the veteran CPO with an expensive wrist watch. He stated that Boucher was a credit to the service he represented, and had done more for unification of the services than any man he knew.—John Marra, SGT, USAF.

SIDELINE STRATEGY

SubPac, perennially a power in Navy baseball, thinks this year's team is better than ever. Under a new coach, Lieutenant Earl D. Bronson, USN, they're gunning for the Hawaiian Armed Services Championship—a title they make a habit of acquiring. This season's potent squad is deep at almost all positions. Nine strong-armed hurlers are available for mound duty, and their outfield is bristling with sluggers boasting above-300 averages.

★ ★ ★

The situation must have been slightly embarrassing for a champion bowler who visited the U.S. Naval Radio Station, Sonoma, Calif. The nationally famous kegler gave a demonstration to Sonoma sailors on "how to bowl," playing several games with local bowlers. The champ was doing all right until he tangled with T. S. Bryan, Jr., RMC, USN. Bryan topped the champ by a score of 195 to 185.

★ ★ ★

The photograph below was sent to us by a Japanese writer who thought we might tell him where the U.S. sailor-baseball players pictured (grey uniforms) are located. They were members of a team from USS *Cleveland* and other Fleet units with the Japanese "Ocean" Baseball Club. ALL HANDS is

having a little trouble identifying and locating the pictured men, as that international game was played in 1909, when *Cleveland* and other Fleet units visited Japan. We'd be glad to hear from anyone who recognizes these men, and can pass along any dope on them.

★ ★ ★

Art Bruce, SR, USN, and former fencing champ at the University of Detroit, is having a hard time finding experienced opponents at NRS Treasure Island, Calif. It's curious why more sailors are not participating in this fine sport. Ideally suited for shipboard, fencing calls for a degree of coordination and skill demanded by few other sports. People who know say its challenge to the talents of an athlete is unmatched. Fencing calls for the highly perfected technique of a golfer, the explosive energy of a sprinter and the split-second decisions demanded of a boxer or tennis player.

If the urge to try your hand at Errol Flynn's down-the-stairs swordplay with a black-hearted villain persists, you can obtain a basic fencing outfit — epee (dueling sword), mask, padded vest and gloves — for around twenty bucks. By planking down a few shekels you too can make like an 18th century buccaneer. — Earl Smith, JOC, USN, ALL HANDS Sports Editor.



1909—*Cleveland* and Japan's "Ocean" baseball clubs pose.

THE BULLETIN BOARD

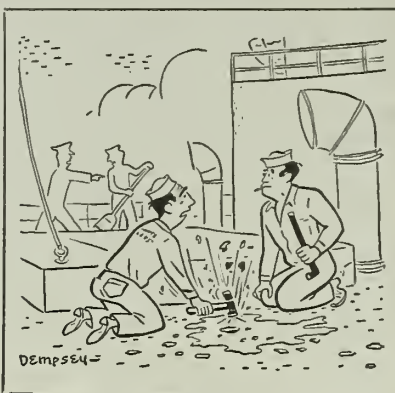
Selection Boards Listed For Promotion of Regular And Reserve Officers

Additional information concerning selection boards for the promotion of Regular and Reserve officers is contained in BuPers Circ. Ltr. 47-51 (NDB, 31 Mar 1951).

On 27 February, one line board and five staff corps boards convened to select Reserve officers on active and inactive duty for promotion to the grades of captain and commander. The officers considered included commanders with date of rank of 18 Nov 1942 or earlier and lieutenant commanders in the upper half of those with date of rank of 20 July 1945 or earlier.

Regular and Reserve officers on active duty are being considered for promotion to the grades of lieutenant commander and lieutenant by one line board and five staff corps boards (MC-MSC-NC, SC, CHC, CEC, DC) which convened on 3 April. Lieutenants with date of rank approximately 12 Apr 1945 or earlier and lieutenants (junior grade) with date of rank approximately 6 June 1948 or earlier were eligible for selection by these boards. (Both of the above dates are subject to change).

USNR officers on inactive duty will



"I used to be the foreman in a potato chip factory."

be considered for promotion to the rank of lieutenant commander (line only) and lieutenant commander and lieutenant, staff corps, by selection boards which convene on 10 July. Originally, these boards had been scheduled to convene in May. To be eligible for promotion to lieutenant commander, officers must have date of rank of 12 Apr 1945 or earlier. For promotion to lieutenant, officers must have date of rank of 6 June 1948 or earlier.

A selection board will meet on 31 July to choose USNR officers on inactive duty for promotion to the grade of lieutenant. Lieutenants (junior grade) with date of rank of 6 June 1948 or earlier, are eligible for selection by this board.

Reserve officers placed on the inactive status list prior to the convening of the boards are not eligible for selection.

Physics and Trig No Longer Required for Academy Exam

Physics and trigonometry are no longer required as part of the entrance examination for the U. S. Naval Academy or the preliminary examination for assignment to the U. S. Naval School, Academy and College Preparatory, according to BuPers Circ. Ltr. 40-51 (NDB, 31 Mar 1951).

The texts for these two subjects are no longer applicable and should be deleted from the list of requisites for study, which are contained in BuPers Circ. Ltr. 159-50 (NDB, 15 Oct 1950).

Officer Candidate Rating Established; Successful Course Leads to Ensign

A new enlisted rating—officer candidate (OC)—has been established for personnel selected as candidates for appointment to commissioned rank and immediate active duty in the General Line, U.S. Naval Reserve.

Under the new program, candidates for immediate active duty appointments will be enlisted in, or changed to the rating of, officer candidate (OC) and then ordered to the 120-day indoctrination course at the Naval School, Officer Candidate, being established at Newport, R.I. Classes at the new school will convene the first week of every other month. About 300 selected students are expected to attend each class.

The new officer candidate program replaces the program under which candidates were appointed ensign, USNR, and ordered to an indoctrination school at Monterey, Calif. The course at Monterey was discontinued with the 4 May 1951 graduation of the class which convened 12 Mar 1951.

Candidates who successfully complete the course will be appointed in the grade of ensign, USNR, and ordered to appropriate active duty.

Selected civilian applicants will be enlisted in the Naval Reserve for a period of four years in the rating of officer candidate. Those who fail the indoctrination course will have their rating changed from OC to seaman recruit, or other appropriate enlisted rating, and will be required to serve on active duty for a period which will meet the requirements of the then current selective legislation.

Selected USN and USNR candidates retain their status in USN or USNR, but will have their ratings changed to officer candidate in the same pay grade. Example: YN2 to OC2. Unsuccessful USN and USNR candidates will be reverted to their former ratings, i.e., from OC2 to YN2, and will be required to complete the remaining obligated service of their USN enlistment or USNR active duty.

Special Duty Designators Given Certain Officers

Twenty-four Regular Navy officers have been recommended for special duty designations in the following categories: communications, naval intelligence, photography, law, public information and hydrography. There were 210 applicants.

Officers selected will be notified of their change in designator as vacancies and availabilities permit. BuPers expects to notify them in the near future, but all officers will retain their line designators until officially advised of the change.

Unsuccessful candidates also will be advised by letter.

Summary of Current Legislation of Special Interest to Naval Personnel

Here is a roundup of Congressional action on bills of interest to the naval establishment. The last legislative summary was reported in ALL HANDS, April 1951, p. 56.

Construction and Conversion — Public Law 3 (evolving from H.R. 1001): authorized the construction or acquisition of 500,000 tons of modern naval vessels, including an aircraft carrier not to exceed 60,000 tons, and the conversion of an additional 1,000,000 tons of existing naval vessels into modern warships and mine warfare vessels.

Alien Dependents — Public Law 6 (evolving from H.R. 1090): authorizes the admission into U.S. of alien spouses or unmarried minor children of service personnel or World War II veterans having honorable discharge certificates, provided the aliens are otherwise eligible, with nonquota immigration visas. Marriage must have occurred before 12 months after enactment of the act, which was 19 Mar 1951.

Housing and Rent Control — Public Law 8 (evolving from Senate Joint Resolution 39): continues for a temporary period (until 30 June) the provisions of the Housing and Rent Act of 1947 as amended. This act was scheduled to expire on 31 March. The extension has the effect of keeping about 2,000,000 dwellings under rent ceilings which would otherwise have been freed of controls.

Transfer of Warships — H.R. 3463: approved unanimously by the House Armed Services Committee; to transfer 24 U.S. destroyer escorts to friendly nations under mutual defense agreement. Request for approval was made by Admiral Forrest Sherman, usn, Chief of Naval Operations.

Naval Installations — H. R. 3464: introduced; to authorize the construction of naval installations, including temporary emergency housing and training facilities at Marine Corps schools, Quantico, Va., and a camp for one Marine regimental combat team at NAS Kaneohe, Oahu, T.H.

Filing War Claims — Senate Joint Resolution 40: introduced and passed

in Senate and approved by House with amendment; to extend the time within which prisoners of war may file claims under the War Claims Act of 1948.

Free Postage — Several bills on this subject have been introduced. They include S. 826: to provide free postage for members of the armed services; H.R. 3230: to provide free postage for members of the armed forces serving outside continental U.S. or in Alaska; and H.R. 3170: to provide free postage for certain fourth class mail matter sent to members of the armed forces in Korea and other specified areas.

Emergency Furlough — H.R. 3247: introduced; to provide for emergency furlough or leave for members of the armed forces serving outside the U.S. in the event of the death of a member of the immediate family.

Collisions at Sea — S. 1182: introduced; a bill to authorize the President to proclaim regulations for preventing collisions at sea.

Service Disability — S. 1185: introduced; to provide for the distribution to members of the armed forces on active duty of waterproof cards advising them with respect to the requirements for proving the incurrence of service-connected disabilities and to provide for the preparation and immediate forwarding of their medical records.

Naturalization — H.R. 3404: introduced; to amend the Nationality Act of 1940 to provide expeditious naturalization for persons serving in the armed forces.

Transportation Tax — H.R. 3413: introduced; to provide that the tax on transportation of persons shall not apply in the case of a member of the armed forces traveling for the purpose of visiting his home.

Selection Boards — S. 1039: introduced; relating to the composition of selection boards for retention of rear admirals.

Income Tax Exemptions — S. 891: introduced; to provide additional exemption from income tax for personnel on active duty. Would provide for an additional exemption of \$600 if a person is a member of the armed forces, plus an addi-

tional \$100 for each dependent, and would go into effect as of 1 Jan 1951.

Tax on Admissions — S. 286, H. R. 77: introduced; to exempt members of the armed forces from the tax on admissions to those places which do not charge fees other than the tax on admission; in effect, to permit free entry to such places.

Ship and Station Papers Can Get Editorial Service Through AFPS Membership

Subsequent to reactivation of many naval vessels and installations, there are equally numerous births or rebirths of ship and station newspapers.

Requests for publication assistance, addressed to Ships' Editorial Association, are received daily at BuPers. SEA, however, no longer exists, having been consolidated 15 Oct 1949 with the Armed Forces Press Service in New York. Until that date, SEA had been servicing ship and station papers since March 1945.

For the information of personnel formerly acquainted with SEA, and for newcomers in the editorial field, it is pointed out that AFPS furnishes a service similar to that once provided by SEA. AFPS supplies (free to armed services newspapers) two clipsheets weekly, plus stencils and mats, depending on the method of reproduction or printing involved.

In addition, a "Galley Guide" containing suggestions and aids for editors is distributed monthly to member publications. Also available is a critique service for the benefit of editors desiring to improve the format, layout, content, or over-all appearance of papers, especially those in the neophyte stage.

Editors of currently published service newspapers, or editors-to-be of papers in the planning process, may apply for membership in AFPS by having their commanding officers forward a request to Officer in Charge, Armed Forces Press Service, 641 Washington Street, New York 14, N. Y., via Publications Division, Executive Office of the Secretary, Navy Department, Washington 25, D.C.

Here Are Your Rights Under Soldiers' and Sailors' Civil Relief Act

Here is a quiz question the answer to which may be worth considerably more than \$64 to you—What benefits and privileges are you entitled to under the Soldiers' and Sailors' Civil Relief Act of 1940, still currently applicable?

Some possible answers, at least, are contained in BuPers Circ. Ltr. 185-50 (NDB, 30 Nov 1950), which outlines valuable information contained in this act as well as how best to utilize its provisions.

To begin with, there are a number of general points to keep in mind:

- The act is a complex one, some provisions of which have as yet not been adequately interpreted in the courts. It therefore behooves you not to depend on your own knowledge if you need help, but to seek aid from a legal assistance officer or from the legal officer in each naval district. These men can refer you to the proper authority if they cannot answer your questions themselves. On the frequent occasions when civilian lawyers are necessary in court appearances and on cases involving local matters, you may refer to special committees of the American Bar Association recently set up in all



states and many cities as during World War II. These are available to your dependents as well as to you.

Many of the benefits of the act do not flow to you automatically, but will apply only if proper application for relief is made to the court having jurisdiction over the specific question. For example, if you are haled into court for non-payment of a state tax you must *ask* for relief under the act, if you wish it.

The act suspends enforcement of certain of your civil obligations *only* if your ability to meet them is im-

paired by reason of your military service. This last is important. It means, for instance, that you would probably not be entitled to any suspension of liability to pay installments on your house if your pay in the Navy is as high as your civilian income, or higher.

Some matters the act covers:

Rent and Eviction

Your dependents cannot be evicted from a home they are occupying at a rental of not more than \$80 per month except by court order. If it appears that the ability to pay rent has been adversely affected by your naval service, the court may grant a three-months stay during which time some equitable adjustment may be made. (SecNav, incidentally, is empowered to order a reasonable pay allotment for payment of rent on premises occupied by your dependents.)

Installments for Purchase of Property

If you are unable to meet installments due on real or personal property (on a car, for example) because of your entering the Navy, that property cannot be repossessed from you without court action. The court may order a stay in proceedings until three months after service ends, or may require repayment of prior installments to you in case of repossession, or may make any adjustment to fairly conserve the interests of all parties concerned.

Mortgages or Similar Obligations

Property owned by you when you entered the armed forces and retained during your active service cannot be sold, foreclosed or seized for non-payment on the mortgage debt unless you make an agreement with the mortgagor allowing him to do that as provided in the act, or unless a court grants an order allowing him to take that action. Even then, the sale to be valid must be approved by the court. If the sale is made, the court is required to see that just payment is made to you.

Or, as in other matters, the court may stay proceedings or make any other disposition that the court considers fair to you.

You and your dependents are pro-

Transfer Doesn't Mean You Just Break Your Lease

A popular—but undeservedly so—misconception about the Soldiers' and Sailors' Civil Relief Act has to do with its provisions regarding termination of leases.

This act does not—repeat, *does not*—permit you to break a lease on 30 days' notice if it was entered into while you were in service. In other words, if you are already in uniform and sign a year's lease on an apartment, then two months later are ordered to duty in another locality, you are still legally bound by the terms of the lease.

In practice, this doesn't work out badly. At present in most parts of the United States you'll find no difficulty involved in vacating moderately priced housing. Luxury housing or very poor housing presents a different story—the point

being that a landlord may have trouble rerenting the premises and thus can hold you liable.

At first glance this might appear a shortcoming in the Act, but it isn't. If a serviceman could break his lease almost at will, what do you suppose his chances would be of renting quarters in the first place?

Incidentally, the same thing goes in many cases where the act protects you against obligations entered into before you enter the Navy, but not afterwards. If the act applied after your entry, you might find yourself "protected" right out of many extensions of credit which you can now get—buying a car on time, for example—because you can be held legally responsible.

ected against foreclosures or the enforcement of any lien for storage of household goods, etc., in the same manner as set forth for the protection of your mortgaged property.

Leases

You may terminate a lease on your home or place of business or farm by a notice in writing delivered to the lessor at any time following the date of beginning of your service, provided among other things that the lease was executed *prior* to your entry into service. The termination, however, will not become effective until 30 days after the next monthly rental payment is due. (The lessor may obtain modification of this measure from a court if such modification appears justified.)

Insurance

Information on insurance payments is given in detail in an appendix to the circular letter. One of the points is that you can apply to the Veterans Administration for protection of up to \$10,000 in the life insurance policies you hold with commercial insurance companies. (This does not include U.S. Government Life Insurance or National Service Life Insurance.) After you apply for this protection, your policies will not be allowed to lapse or otherwise terminate for non-payment of premiums, indebtedness or interest until two years after your period of service.

To be eligible for this protection feature, your insurance must meet the provisions of the act. (It would not be eligible if, for example, it contained any provisions excluding or restricting liability arising in connection with military service. Many of the commercial policies do include this provision, and it would be well for you to check them.)

In the meantime, the government will guarantee payment of premiums and interest at the rate specified in the policy for policy loans. You do not have to pay anything—yet. If at the expiration of the period of protection (two years after you have left service) the amount guaranteed by the U.S. has not been paid to the insurer, the amount then due will be treated as a policy loan. If that amount is greater than the cash surrender value of the policy, the

Civil Relief Act Won't Cancel Your Financial Debts

During the past few years discovery of many a "wonder drug" has made pneumonia, for example, a much less serious menace than in the past. But consensus of opinion is still that you'd be much better off not to get the disease in the first place.

The same idea applies to the Soldiers' and Sailors' Civil Relief Act. Though it will help you out of various straits, it's best to stay clear out of trouble.

Plainly speaking, it is not necessarily to your advantage to use some of the Act's benefits if you can afford to do otherwise. Contrary to the impression of some mis-

guided individuals, the act does not and is not intended to afford cancellation of any debts or obligations—it simply provides for deferment—frequently with interest charges—if circumstances justify it. In financial matters, therefore, it will be highly advisable for you to meet obligations as they arise.

The act might do good service in getting you out of the hole you fell into when you made your over-optimistic purchase of that super jet-powered, solid chrome 1951 Batmobile just before induction. But it can't do much about the impairment of your credit which very likely will follow.

policy will be terminated and you will owe the government the difference between the amount guaranteed and the cash surrender value.

In the event you die while your policy is protected by the act, the amount of any unpaid premiums plus interest at the provided rate for policy loans will be deducted from the proceeds of the policy.

Taxes

Under certain conditions the act relieves against any unpaid taxes or assessments (other than taxes on income). It does not prohibit sale of property for delinquent taxes, but provides that no sale shall take place until the tax collector shall have obtained leave of court to do so. If your property is sold, you have a right to commence action to redeem it within six months after termination of service. No penalty on delinquent taxes other than interest at six per cent annually shall be added.

The act also protects you against dual taxation, that is, against being taxed two places at once—where your home is, and where you happen to be sent by the Navy. For example, you don't have to pay a state income tax merely because you happen to be stationed in a state which has such a tax. But you do have to pay local sales taxes on your groceries. Best idea is to check on these taxation matters individually.

If your ability to pay income

taxes is materially affected on account of your naval service, collection may be deferred until not more than six months after the termination of your service. This regulation does not authorize, however, deferment in filing of returns.

Public Lands

Appendix (3) of the BuPers letter develops at some length the act's provisions regarding rights and claims to lands of the United States. If such provisions apply to you, you should consult regulations issued by the Department of the Interior for complete information. In the meantime, some privileges to which you are entitled are that military service will be figured equivalent to residence and cultivation for the same period (not exceeding two years) on a homestead entry or valid settlement claim, and time allowed for expenditures and reclamation on a

50 Sailors on Carrier Ship Over for 300 Years

Fifty sailors aboard *uss Valley Forge* (CV 45) shipped over for six years in one of the largest mass reenlistments ever held on a U.S. Navy vessel.

The bluejackets—career men, ranging from seaman apprentices to chiefs—were sworn in while the ship was in Korean waters.

WAY BACK WHEN

Request For Liberty

In the latter 18th century, the English navy was plagued by a series of mutinies, due most directly to small pay, inadequate attention to the sick, poor quality and meager food rations—and lack of liberty ashore.

Matters came to a head in one instance when, in April 1797, 32 delegates from 16 of "His Majesty's ships" expressed their grievances in writing to "The Right Honourable the Lords Commissioners of the Admiralty." Of the several subjects con-



tained in the petition, that concerning liberty is of especial note since the request sought establishment of regulations so closely paralleling those existing in today's U.S. Navy. The letter, in part:

"We, the seamen of His Majesty's Navy, take the liberty of addressing your Lordships in an humble petition, shewing the many hardships and oppressions we have laboured under for many years, and hope your Lordships will redress, as soon as possible. . . . That your Lordships will be so kind as to look into this affair, which is nowise unreasonable; and that we may be looked upon as a number of men standing in defence of our country; and that we may in some wise have grant and opportunity to taste the sweets of liberty ashore, when in any harbour, and when we have completed the duty of our ship, after our return from sea; and, that no man may encroach upon his liberty, there shall be a boundary limited, and those trespassing any further, without a written order from the commanding officer, shall be punished according to the rules of the navy; which is a natural request, and congenial to the heart of man."

desert land entry will be exclusive of the period of service and six months thereafter. Special relief is afforded homestead and desert land claimants who are physically incapacitated due to an injury which they received while they were serving in the armed forces.

Other Provisions

Don't get the idea that all aspects of relief afforded by the act are financial. If in any court case your absence due to naval service can affect your being properly represented, the court may institute a stay in proceedings. Example—a hearing on a wife's application to change status of the custody of a child under divorce decree while her husband was in service and was not able to be present. In this case, the court action was stayed until the serviceman could personally appear and present his entire case to the court.

Often a sailor won't even be aware that the act has helped him out. In his absence the court itself

may demand a certificate of service and very likely put the matter aside until it can be shown that the man has left service. Thus the act works to give you a square shake before the law, though you may be as far from the courtroom as Adak is from Zanzibar.

Navy to Commission 131 Medical School Grads

Under the Navy's Graduate Medical Training Program, 131 students who will graduate from civilian medical schools in 1951 have been selected to serve their internship at U. S. Naval Hospitals, beginning 1 July 1951.

Upon graduation, each will be appointed a lieutenant (junior grade) in the Medical Corps, Naval Reserve. The new medical officer will then be ordered into active military service and assigned to a naval hospital approved for intern training by the American Medical Association's Council on Medical Education and Hospitals.

Lighter-Than-Air Trainees To Come Only from Navy's Heavier-Than-Air Pilots

In integrating its lighter-than-air activities into its aeronautic organization, the Navy plans to fulfill all requirements for LTA training input with qualified HTA pilots only—from volunteers, if enough of them apply.

BuPers Circ. Ltr. 39-51 (NDB, 31 Mar 1951), which includes this information, gives a complete round-up of present Navy policies concerning its HTA-LTA flight training program.

Two other items in the directive's summary of long-range policy are:

- BuPers plans to permit LTA pilot volunteers in the grade of commander and below to take HTA training, and thus, eventually, have all LTA pilots qualified HTA.

- Dependent on requirements of the service, BuPers plans to retain continuously within the aeronautic organization all HTA-LTA-qualified pilots. This would eliminate the practice of rotating personnel between LTA and general service duties.

Here are instructions, as given in the circular letter, concerning applications for flight training of HTA pilots in LTA and LTA pilots in HTA:

Applications are desired only from naval aviators (HTA) (1310) of the Regular Navy and of the grade of lieutenant and below for LTA training. Classes will convene every four months at the Naval Air Station, Lakehurst, N. J., beginning on 1 June 1951. Each class will be composed of approximately 25 officers. Classes will be filled as far as possible with volunteers from the Regular Navy, plus aviation cadets and midshipmen completing advanced HTA training. All Regular naval officers ordered will as far as practicable come from among personnel who have completed a normal tour in HTA duty.

Applications are desired from naval aviators (LTA-qualified only) of the grade of commander and below, for HTA training. Officers who are to receive HTA training will be notified individually and will be ordered as they become available for assignment.

The following policies govern

LTA pilots who are ordered to HTA training:

- Officers less than 31 years of age when commencing HTA training will be given the standard basic and advanced training syllabus.

- Officers 31 years of age and over will be given the standard basic syllabus and special advanced training, with VF-type training eliminated.

LTA pilots who don't qualify in HTA, or don't request HTA training, will be governed by the following policies:

- Captains and commanders may continue the present rotational plan on LTA and general-service duties as far as practicable.

- Lieutenant commanders and below will not in the future be assigned duty within the aeronautic organization.

Officers with dual qualifications may expect rotation between HTA and LTA duties, the directive states. Flight-proficiency HTA aircraft will be available at LTA bases for HTA pilots to use in order to maintain their flight proficiency.

Facilities Are Enlarged At the Naval War College

Structural alterations in progress at the U.S. Naval War College, Newport, R.I., will permit the enrollment of larger classes in the Command and Staff course. The work of enlarging and rearranging facilities is expected to be finished in time for the August 1951 class.

Three courses are conducted at the War College, of which the Command and Staff Course is the newest. That course is for lieutenant commanders, while the other two, covering strategy, tactics and logistics, are for commanders and captains. The Command and Staff Course is designed to train lieutenant commanders for command of smaller units and for duties on the staffs of force commanders.

Besides affording more room for the Command and Staff Course, the remodeling will provide closer association between officers attending the two courses for captains and commanders. This is expected to emphasize the interdependency of strategy, tactics and logistics in naval warfare.

Cruiser's Ingenious Crew Members Make Own U.N. Flag

When you can't procure a flag, make one. That's the answer *uss Manchester* (CL 83) came up with when told there were no United Nations banners available.

The ship had gone through the Inchon, Korea, invasion with the Stars and Stripes flying from the yardarm, but no United Nations flag. *Manchester's* eight-inch guns were speaking for many nations and the crew thought it should fly the U.N. flag, too.

Supply ships were contacted. They signaled back, "Sorry, none available."

Determined not to go through another action without a U.N. flag, the captain called in his bridge supervisor to find out the possibilities of making a flag aboard ship. Gene L. Beck, QM2, USN, thought they could—if they could find a picture of the design and material of the right color for the background.

Another quartermaster found a picture of the flag on the back of a weather chart. A large piece of purple cloth was discovered. Beck took the bunting to the laundry where attempts were made to bleach it to the shade of the U.N. flag's background. They boiled it. They used strong bleaching solutions and spot remover. All efforts failed.

Harold N. Dressler, SHC, USN, in charge of the laundry, had an idea. Perhaps they could dye a piece of white bunting. As a for-

mer chief machinist's mate, he knew the machine shop had Prussian blue, used for spotting the surface of large bearings. But this dye was found unsuitable because of its heavy oil base.

The experimenters left the machine shop and headed for the sick bay. There, Amos W. Espinosa, HMC, USN, suggested trying methylene blue—a dye used to stain glass slides in bacteriological work.

By mixing alcohol with the methylene powder, they manufactured a strong dye. Adding it—a drop at a time—to a bucket of water, they finally obtained a tint that seemed to match the "United Nations blue."

A large rectangle of white bunting that had been hastily hemmed was dipped into the blue dye. The material was dried and pressed.

The task of drawing the design fell to Ralph A. Bannigan, RDSN USN, who completed the job in two days. It took another day to trace the design onto a well-bleached mattress cover.

John T. Larson, QM2, USN, cut out the design and sewed it onto the blue background. The flag was then pressed and presented to the skipper, Captain Lewis S. Parks, USN.

When Task Force 95 began one of the greatest bombardments of the Korean conflict, *uss Manchester* proudly entered the fray with its homemade U.N. banner hoisted aloft for the first time.

Academy Physical Exams Now Given in 20 Cities

Final physical examinations for candidates to the U.S. Naval Academy are being given at 20 naval establishments located throughout the U.S. and its territories. Previously, the final physicals were given only at Annapolis.

Purpose of decentralizing the final physical check is the necessity for early and nearly simultaneous formation of the newly entering class.

Regular Navy candidates attending the Naval Academy Preparatory School will be examined at the U.S.

Naval Hospital, Newport, R.I. Other examining centers have been established at Chelsea, Mass.; St. Albans, N.Y.; Philadelphia, Pa.; Portsmouth, Va.; Charleston, S.C.; Memphis, Tenn.; Pensacola, Fla.; Key West, Fla.; Jacksonville, Fla.; Corpus Christi, Texas; Dallas, Texas; Great Lakes, Ill.; Olathe, Kan.; Denver, Colo.; San Diego, Calif.; Oakland, Calif.; Bremerton, Wash.; Honolulu, T.H.; and Coco Solo, C.Z.

Candidates for the next class of the Academy will be ordered to report to Annapolis, Md., about 5 July 1951.

Navy Starting Long-Range Conversion to New System of Eye Measurement

In line with scientific tests proving that efficiency would remain unaffected, visual requirements for the appointment of line officers have been adjusted.

Candidates formerly were required to have 15/20 vision. Now they can be passed with 10/20, although the requirements of correctness to 20/20 is still in effect. The change is announced in Alnav 13-51 (NDB, 15 Feb 1951).

Lowering visual requirements of line officer candidates comes at the same time the Navy is starting a long-range conversion to a new system of eye measurement, based on the Snellen Chart, now in wide use in the United States.

An explanation of the two systems will point out the difference. According to the present Navy system of eye measurement, the person to be tested is placed at a point 20 feet from an eye chart. This distance is used because the eye can see objects from a distance of 20 feet to infinity without having to change focus. Under 20 feet, it is necessary for the eye to make more pronounced adjustments in order to focus.



"... and something blue ..."

Charts have been devised so that a person with "normal" vision can clearly read letters of a given size at a distance of 20 feet. If the examinee can read these letters, then he is said to have 20/20 vision. In the present Navy system, if the man cannot read them at a distance of 20 feet, he is moved closer to the chart—one foot at a time—until he can read them. If he can read the chart at 15 feet, then he is said to have 15/20 vision. Each eye is tested separately, of course.

If a man is found to have 15/20

vision, this does not mean that he has "three-fourths normal vision." If he has 10/20 vision, this does not mean that his eyesight is "one-half normal." These numbers represent his visual acuity—sharpness of vision. Physical condition and other factors must also be considered.

The Navy now plans to convert to the Snellen system. The chart has been approved and will be distributed as stocks of the present charts are used up.

The Snellen Chart uses a series of lines of various-sized letters — the smallest being at the bottom. The individual does not move closer to the chart if he cannot read the 20/20 line. He merely reads upward on the chart until he can read a line accurately. In other words, the line with the smallest type he can read determines his visual acuity.

Since the Navy is now using the Snellen figures in recording each person's visual acuity, it is necessary to convert the figures of the older system to those used on the Snellen Chart. This is simple arithmetic: ten-twentieths on the old scale equals 20/40 on the Snellen Chart. Four-twentieths on the old scale equals 20/100 on the Snellen Chart. In the old system the denominator remains constant at 20 whereas the numerator remains constant at 20 on the Snellen Chart.

Changing the minimum requirements for appointment to line officer from 15/20 to 10/20 (old method) or 20/26 to 20/40 (Snellen Chart) is not a lowering of standards. It is merely an adjustment in line with recent industrial experience.

There has never been any scientific basis for the 15/20 or 20/26 cut-off point. The Navy's representatives on the Joint Armed Forces Vision Committee of the National Research Council have studied the results of an industrial survey conducted over a period of 10 years by a group of physicians and psychologists at Purdue University.

This study revealed that 20/40 (Snellen Chart) uncorrected vision is the critical point in relation to job success. Below this standard, marked decreases in efficiency become apparent. The survey included

U.S. Sailor of Greek Descent Has Word for It—Fight

Under ordinary circumstances, when Greek meets Greek, hungry passers-by soon find what they're looking for—namely, a restaurant.

Under extraordinary circumstances, when a Greek-American Navy journalist meets Greek-U.N. soldiers, enemy troops get what they're not looking for—namely, an unexpected opponent.

This took place in the first meeting of Chinese Communists and Greek U.N. soldiers. A U.S. Navyman, Stelios M. Stelson, JO3, USNR, was assigned to cover the action. But when he got out on that hill near Ochon where the fighting was going on, Stelson forgot that he was a journalist assigned to make observations and take notes. He remembered that he was an American, that he was of Greek descent, and that he was on the right side of the curtain.

Three times the Commies came up the hill; three times they went down again—some of them, that is. Throughout the four-hour battle, Stelson fought shoulder to shoulder with the Greek troops, putting his weight into the hand-to-hand combat with the others. When the fray was over, some 800 of the hammer-and-sickle men were out of commission. Losses among the Greek U.N. troops were light.

The Greeks found much humor in Stelson's position as American, sailor, writer, and "old man." (The Reserve JO is 46 years of age, while his Greek companions averaged 24.)

Stelson, who came to the U.S. with his mother in 1920 says, "I have served in the Marines, the Coast Guard and the Navy, and now I have fought in an army. I was happy to be in this fight."

machine operators, laborers, guards, supervisory workers and others.

At the U.S. Naval Academy, an attempt was made to relate the loss of visual acuity to over-all proficiency of the midshipmen. No relationship was found. Class standing was not affected by loss of visual acuity.

Under the old requirement, from 15 to 17 per cent of USNA and NROTC graduates have been disqualified for reasons of vision. BuPers reasoned that by changing the requirement from 20/26 to 20/40 (Snellen Chart), 60 to 90 percent of those who would have been disqualified for poor vision will be retained in the service without lowering their efficiency as officers.

Vision Requirements For Waves Lowered

Vision requirements for women enlisting or reenlisting in the Regular Navy or Naval Reserve have been modified by BuPers Circ. Ltr. 34-51 (NDB, 15 Feb 1951).

Visual acuity—sharpness of vision—must be not less than 2/20 (20/-200 Snellen Chart system) in each eye, without glasses. The defects must be correctible to 20/20 in each eye and must not be due to active or progressive organic disease.

Previously, it was necessary to have visual acuity of at least 6/20 in one eye and 10/20 in the other eye in order to qualify.

BuMed Lists 13 Courses Available to Personnel

Members of the Medical, Medical Service, Nurse and Hospital Corps—either USN or USNR—may now enroll in 13 correspondence courses by submitting requests to the Commanding Officer, Naval Medical School, National Naval Medical Center, Bethesda, Md. Only one course may be taken at a time, however.

Formerly these courses were distributed by the Bureau of Medicine and Surgery.

Three are relatively new: Naval Preventive Medicine; Insect, Pest and Rodent Control; and Radiological Defense and Atomic Medicine.

The others are: Medical Department Orientation, Medical Department Administration, Functions of

HOW DID IT START

Dog Watch

"Dog Watch," the name given on ship-board to two watches of two hours each—one from 1600 to 1800, and the other from 1800 to 2000—was introduced many years ago to prevent the same men from always keeping the same watch at the same hours of the day.

Thus, the first and second dog watches, being stood by different personnel, split up the usual four-hour watch, and the duty hours for the watch sections are automatically shifted. On such occasions sailors escape or *dodge* the same daily routine. Hence, they are *dodging* the watch, or standing the *dodging* the watch, or standing the *dodge* watch. In its corrupted form, *dodge* has become known as *dog*, and the procedure is referred to as *dogging* the watch or standing the *dog* watch.

Of the two watches, the first dog watch generally is considered most desirable by

sailors because it allows them a period of recreation or relaxation immediately following their evening meal. On the other hand, men of the second dog watch must report for two hours' duty after their chow.



Officers of the Medical Department, Physical and Psychobiological Standards and Examinations, Combat and Field Medicine Practice, Clinical Laboratory Procedures, Tropical Medicine in the Field, Special Clinical Service (General), Submarine Medicine Practice and Aviation Medicine Practice.

Dental Corps personnel should continue to submit requests for enrollment in correspondence school courses to the Bureau of Medicine and Surgery, Navy Department, Washington 25, D. C., Attn: Chief of the Dental Division.

Bluejackets Are Taught How to Become Leaders

An experiment in "chain reaction" lectures on leadership has been successfully carried out at the U.S. Naval Aviation Ordnance Test Station and the U.S. Naval Air Facility, Chincoteague, Va.

Designed to improve the over-all performance of personnel, the program began with instruction for chief petty officers.

After a kick-off talk by the commanding officer, Captain George K. Fraser, USN, several officers—instructed by the chaplain on educa-

tional practices—gave lectures to the CPOs. Each lecturer was a specialist in his subject.

The project snowballed when training was passed on to lower ratings by the CPOs. Infantry drill periods augmented the lectures and were conducted by the chiefs who had first been instructed by Marine drillmasters.

Unconvinced at first, the men eventually considered the course a "good deal" and began to notice many improvements in their own performance. Many hope a similar course will be given soon.

A "master plan" for the course may be obtained by writing to the U.S. Naval Air Facility, Chincoteague, Va.

Three Additional Training Courses Are Now Available

The following naval training courses are now available:

Utilities man 1 and Chief,
NavPers 10657.

Opticalman 2, 1 and Chief,
NavPers 10198.

Sonarman 3 and 2, Vol. 2.
NavPers 10139. This course has been classified "confidential."

Here's Complete Information on Housing Situation in the 6th Naval District

Information concerning the housing picture in various cities of the 6th Naval District is here offered you. In general, the communities mentioned here are all considered critical from the standpoint of rental housing, but the amount of difficulty likely to be encountered in obtaining quarters varies somewhat among them.

ALL HANDS regrets that, except in the case of Memphis, no information on trailer parks was included in the material made available to it. For the present, trailer owners can probably best obtain this information from publications offered by trailer dealers and the larger news stands.

As information comes in from other areas, it will be passed on to ALL HANDS readers.

Alabama

Auburn area—Private housing, when available consists of furnished and unfurnished apartments and houses. Most of them are two or three-bedroom units with rent ranging all the way from \$45 to \$125 per month. Cheaper housing in the form of small cottages may be obtained in two subdivisions at the edge of town, but is generally considered less desirable.

Hotel and motor court, accommodations are adequate, and readily available except on weekends marking special occasions. Rates are reasonable.

Huntsville area—The private housing situation is critical here, due partly to the large number of people stationed at nearby Redstone Arsenal. A local housing board offers assistance in locating housing, and the Monte Sano State Park is used

Include Trailer Info In Housing Reports

How's the trailer-park situation in your city?

More and more Navy families are purchasing house trailers and making their homes in them. They see ALL HANDS' discussions of conventional housing in various Navy towns and cities, and ask, "How about giving us trailerites the word too?"

So, when forwarding housing information to ALL HANDS, why not include information for today's covered-wagoners? Mobile-home owners and ALL HANDS magazine will appreciate it if naval activities which send in housing information will also include data on trailer park facilities.

as overflow space for people awaiting housing.

Small efficiency apartments in private homes, when available, are rented for \$50 to \$90 per month—to couples only. There are long waiting lists for apartments rented by the Housing Authority at reasonable rates. When available, two-bedroom houses rent for \$65 to \$125 per month. Families with children have more trouble than childless couples in obtaining accommodations.

Hotels, motels and motor court accommodations are available at approximately \$4 to \$7 per day per couple.

Mobile—Available private houses are large, in most cases, with rent at \$75 to \$150 per month. A three-room apartment rents for approximately \$65. Hotel and tourist court quarters are available at rates starting at \$4 per person.

Sheffield—There are practically no apartments or houses available. Sheffield has five hotels and six motels. The price ranges from \$3.50 to \$5 in the hotels; \$3 to \$4.75 in the motor courts, per day.

Florida

Green Cove Springs area—In the area immediately surrounding the Naval Air Station, the housing situ-

ation is considered critical. Housing is available, however, within commuting distance of 25 to 30 miles—at Jacksonville, Palatka, St. Augustine and Starke. In those communities an undetermined number of houses and apartments are available. Rentals average \$65 to \$75 per month for unfurnished two-bedroom dwellings.

Two hotels operate at Green Cove Springs, with daily rentals at approximately \$3 per person. There are two motor courts within a few miles of the Air Station.

Jacksonville—The housing situation is considered critical in the area near the Naval Air Station and Cecil Field. There is an especial shortage of two-bedroom and three-bedroom housing of all types, but there are one-bedroom apartments available, both furnished and unfurnished. The suitability of some units in the lower rental brackets is considered questionable, however.

Approximate rental costs are as follows:

Furnished apartments — one-bedroom, \$25 to \$85; two-bedroom, \$30 to \$90; three-bedroom, \$50 to \$90.

Unfurnished apartments—one-bedroom, \$25 to \$80; two-bedroom, \$30 to \$85; three-bedroom, \$50 to \$90.

Furnished houses — one-bedroom, \$50 to \$60; two-bedroom, \$60 to \$90; three-bedroom, \$75 to \$100; four-bedroom, \$90 to \$125.

Unfurnished houses — one-bed-

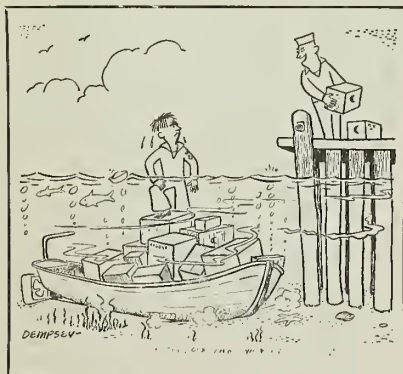
Five Sets of Brothers, Including Twins, on DD

The crew of USS *Ozbourne* (DD 846) has more than its fair share of brother acts.

The list begins with twins: Ray C. Motley, SA, USN, and Roy K. Motley, FA, USN.

Then there are the Burge brothers—Freddie and George—both SA, USN.

Eugene Howie, SN, USN, and Robert D. Howie, YN3, USN; Arthur Nave, MM3, USN, and Raymond Nave, SN, USN; together with Clifton and LaVern Buchan, FN, USN, round out the destroyer's five sets of brothers.



"Shove off, coxswain. Ya boat's loaded."

room, \$40 to \$50; two-bedroom, \$50 to \$80; three-bedroom, \$75 to \$100; four-bedroom, \$90 to \$125.

Motor courts, motel and hotels are available. Rates go from \$3 to \$6 per day for single rooms; from \$4 to \$8 for double.

Key West—The housing situation is considered extremely critical in the Key West area. Apartments and houses are generally almost unavailable. Prices begin at \$75 per month, and are much higher than that during the Winter tourist season.

Hotels and motels are available throughout the year, but accommodations in them aren't readily obtained in the tourist season. Daily rates vary from a minimum of \$2 per day per person in the summer off-season to \$10 per room during the tourist months.

Orlando area—The housing problem here is seasonal, with the situation considered critical during the winter. Approximate monthly rentals for furnished quarters are: one-bedroom, \$60 to \$100; two-bedroom, up to \$125; three-bedroom, over \$100.

Hotels, motels and motor courts are plentiful. Average rates are: hotels, single, \$3 to \$6; hotels, double, \$5 to \$14; motels, \$5 to \$8.

Pensacola area—Private houses, furnished or unfurnished, are very hard to obtain. They rent for \$80 to \$125 per month when available. Two-room and three-room apartments aren't too difficult to procure, either furnished or unfurnished. Personnel who can pay rent above \$90 per month may obtain desirable housing within a reasonable time. Unless they are prepared to pay rent at that level, personnel shouldn't move dependents to Pensacola before making definite housing arrangements. There are long waiting lists for Navy and government controlled housing.

Hotels, motels and motor courts are available. Rates range from \$2.50 to \$7.50 per day per person.

St. Petersburg—The private housing situation is critical during the winter season—1 November to 1 May. During that time it is practically impossible to obtain any type of housing. One and two-bedroom apartments are available on a yearly basis during the summer season, at \$65 to \$85 per month and up.

Transient accommodations are

WHAT'S IN A NAME

Beaufort's Scale

The Beaufort Scale used by our modern Navy to estimate wind velocity originated more than 145 years ago. In 1805, Sir Francis Beaufort, an admiral of England's Royal Navy, devised a system by which wind force could be measured and its strength indicated by numbers 0 through 12. Most subsequent scales have been based on Beaufort's. An adaptation of the scale is used by the U. S. Weather Bureau.

More scientific deductions as to wind conditions can be obtained from use of an anemometer (that commonly seen instrument with four small hollow hemispheres or cups which revolve about a vertical rod, the wind velocity being measured by a device which registers the revolutions of the cups).

However, anemometers can and often do get out of order. On the other hand, all vessels do not have anemometers. Lacking this instrument, or use of it, the speed of the wind can be closely estimated by observing the effect it produces on the surface of the water. Different degrees of sea disturbances can be matched on the Beaufort Scale with the indicated forces of wind required to produce these conditions.

Listed below are the Beaufort wind force numbers, followed by sea conditions, seaman's description of the wind, and the estimated velocity.

0—Sea smooth, like mirror; calm, less than 1 knot.

1—Ripples with appearance of scales formed, but without foam crests; light air, 1 to 3 knots.

2—Small wavelets, still short but more pronounced, crests have glassy appearance and do not break; light breeze, 4 to 6 knots.

3—Large wavelets, crests begin to break, foam of glassy appearance, perhaps scattered whitecaps; gentle breeze, 7 to 10 knots.

4—Small waves becoming longer, fairly frequent whitecaps; moderate breeze, 11 to 16 knots.

5—Moderate waves, taking a more pronounced long form, many whitecaps (chance of some spray); fresh breeze, 17 to 21 knots.

6—Large waves begin to form, white



foam crests more extensive everywhere (probably some spray); strong breeze, 22 to 27 knots.

7—Sea heaps up and white foam from breaking waves begins to be blown in streaks along direction of wind; moderate gale, 28 to 33 knots.

8—Moderately high waves of greater length, edges of crests break into spindrift (sea spray), foam blown in well-marked streaks along direction of wind; fresh gale, 34 to 40 knots.

9—High waves, dense streaks of foam along direction of wind, sea begins to roll, spray may affect visibility; strong gale, 41 to 47 knots.

10—Very high waves with long overhanging crests, resulting foam in great patches blown in dense white streaks along direction of wind, surface of the sea on the whole takes on white appearance, rolling of sea becomes heavy and shock-like, visibility affected; whole gale, 48 to 55 knots.

11—Exceptionally high waves (small and medium-sized ships might for a time be lost to view behind waves), sea completely covered with long white patches of foam along direction of wind, everywhere edges of wave crests are blown into froth, visibility affected; storm, 56 to 65 knots.

12—Air filled with foam and spray, sea completely white with driving spray, visibility very seriously affected; hurricane, above 65 knots.

(Beaufort's Scale was further divided into six hurricane forces: 12, 64-71 knots; 13, 72-80 knots; 14, 81-89 knots; 15, 90-99 knots; 16, 100-109 knots; 17, 110-118 knots.)

available in the summer season. Daily rates are approximately \$1.50 per person; \$25 and up, per week, in motels with cooking facilities.

Miami and West Palm Beach (Riviera Beach)—Private housing is available, with no shortage of one-

and two-bedroom houses and apartments reported during the summer season. However, some shortage may occur between 15 November and 15 May.

At Riviera Beach, hotels, motels and motor courts are plentiful. Prices

Here Are a Few Choice Recipes from Korean Front Lines

The things Leathernecks do with their field rations would turn an epicure green. Here are a few choice recipes from the Marines' "gourmet's guide to Korean eating":

Korean Gumbo: Melt a pound of butter, add two small boxes of puffed wheat, some sugar, water and a pinch of salt. Its concocter swears Korean Gumbo is good "if you don't forget the salt—that little salt makes all the difference."

Chocolate Cereal: This "filling, nourishing and tasty" dish is made from pressed cocoa and compressed C-2 ration cereal mixed with water and brought to a slow boil.

Battered Cereal: To shredded cereal, add C-ration cocoa, a little flour, water. Then mix to a batter

and fry like a pancake. "The secret is in the amount of water used."

Korean Delight: Mix fruit of any type with compressed cocoa. Heat it to the right temperature and it's "just like the hot fruit sundaes at home—almost." This delicacy also is known as the "front-line fruit sundae."

Fudge: Use one ration of cocoa to eight packets of sugar. Heat and then cool it until it hardens.

All impromptu chefs agree that more cocoa, more fruit and—oddly enough—more beans, should be included in field rations. They point out that beans can be eaten hot, cold or frozen. And beans always taste like beans.—Allen G. Mainard, Sgt, USMC.

there range upward from \$2 per day per person.

Mississippi

Greenville area—Due to the open-

ing of new industrial plants, housing is short in Cleveland. Reopening of the Greenville Air Force Base may soon bring about a shortage in Greenville as well. Rent is reasonable, averaging \$45 a month for three-room apartments. Two-bedroom houses average \$65 a month, but aren't plentiful. Hotel and motel accommodations range from \$3 to \$8 per day.

Gulfport—Desirable housing is critical. When available, furnished apartments rent for approximately \$50 to \$65 per month; unfurnished apartments from \$37.50 to \$75 per month. Furnished houses range in prices from \$65 to \$150 per month; unfurnished from \$50 to \$125.

There are approximately 800 rooms in hotels, motels and motor courts in the Gulfport area. Rates run from \$3.50 to \$7 per day, single; \$5 to \$10 per day, double.

North Carolina

Elizabeth City—The housing situation in this area is critical. An expected increase in naval personnel there will further aggravate the situation. Enfield Apartments, a Government housing project, houses some naval personnel.

Normally, accommodations can be obtained in hotels, cabins and tourist courts, at prices ranging from \$2.25 to \$6 per day.

Cherry Point—The housing situ-

ation is considered critical everywhere within a 24-mile radius of Cherry Point. This includes New Bern, Morehead City and Beaufort. It is believed that even after completion of proposed Government housing in that area, there will be a shortage of housing for approximately 1,800 families—military and civilian.

The area offers approximately 140 rooms in hotels, motels and tourist courts, that rent from \$3.50 to \$4 per day.

Camp Lejeune—The housing situation in this area is very critical. A great number of personnel are forced to occupy housing as far as 55 miles from this activity. In Wilmington, N. C., which is 60 miles from Camp Lejeune, the Board of Realtors is urging the public to list all available space for personnel stationed at Camp Lejeune.

When available, accommodations in hotels, motels and motor courts rent for \$1.50 to \$6 per day.

Beaufort—Parris Island area—Such private housing accommodations as exist in Beaufort Township are all occupied. Rents range from \$25 to \$90 per month, with the average around \$50. Married personnel attached to the Marine Corps Recruit Depot, Parris Island, and the Naval Hospital at Beaufort who are eligible for government quarters far exceed the number of such quarters available. There are approximately 100 officers and 200 enlisted men on the waiting list. Some personnel have rented housing as far as 40 miles from their base.

There are three hotels with a total of 120 rooms in the area, and one nine-unit motor court in Beaufort. Rentals range from \$4 to \$8 per day. Almost all are occupied each night.

Charleston area—Private housing facilities are extremely limited. Naval personnel shouldn't transport their dependents to the area before making arrangements for their housing. Government low-rent housing—unfurnished—for enlisted personnel is available for men on shore duty only. There's a long waiting list for all such facilities, requiring a wait of at least three months.

When available, furnished one-bedroom apartments range in price from approximately \$65 to \$100 per



A Sailor's Life

*I am a brisk and sprightly lad,
But just come home from sea, sir.
Of all the lives I ever led,
A sailor's life for me, sir.*

*Yeo, yeo, yeo,
Whilst the bootswoin pipes all hands,
With a yeo, yeo, yeo!*

—Old Sea Chontey.

month, furnished two-bedroom apartments are priced at \$85 to \$125 per month. Utilities are extra.

Hotel accommodations can be obtained without difficulty. Also, there are several auto courts, where accommodations can be found at \$5 per day and up.

Georgetown—The private housing situation is critical here. There are three small hotels and four motor courts which are crowded every night with tourists and other travelers.

Tennessee

Knoxville—Small apartments and houses are available occasionally. When available, they rent for approximately the following amounts: Five-room house, \$65 per month average; six-room house, \$80 to \$100 per month. Unfurnished apartments—three-room, from \$45 to \$75 per month; four- and five-room apartments, from \$75 to \$150 per month.

Hotels, motels and motor courts are usually available. Rates are: Hotel rooms, single, \$4.50 and up; double, \$5 and up. Motels and motor courts, \$3 and up.

Memphis area—Within a 10-mile radius of naval activities here, the housing situation is critical. Within this perimeter, there are houses, duplexes and apartments, mostly unfurnished, which rent from \$40 to \$94 per month when available. There are very few furnished units. To obtain any of this housing one must go on a long waiting list, and a waiting period of 60 to 90 days follows. There are several trailer parks within this area (within the 10-mile radius of naval activities), but they are very crowded.

At a distance of approximately 20 miles, there are numerous available private housing units—principally in the city of Memphis. Rentals for unfurnished accommodations range from \$65 to \$125 per month. Public transportation from the city to naval activities requires at least one hour each way. Transportation by private car takes almost as long, because of traffic conditions.

All personnel ordered to the Memphis area should contact the Housing Officer, Naval Air Station, Memphis, Tenn., prior to transfer. This officer handles off-station housing for all naval activities in the area.

No hotels exist within 20 miles of

Travel and Transportation Allowances Are Revised for Personnel and Dependents

New travel and transportation allowances affecting all naval personnel and their dependents have been announced.

These new allowances were published in the Joint Travel Regulations—a publication which establishes standard travel regulations for all the uniformed services. The new allowances became effective 1 Apr 1951.

The most important of the changes are the following:

- The new allowances are equally applicable, insofar as practicable, to both officers and enlisted personnel, who are jointly referred to throughout the regulations as "members."

- The payment of mileage at the rate of six cents per mile for travel of members—officer or enlisted—within the United States under permanent change of station orders.

- The payment of a monetary allowance at the rate of five cents per mile (instead of issuing transportation requests) for travel of

members under temporary additional duty orders.

- An increase in per diem allowances from \$7.00 to \$9.00 for members in a travel and temporary duty status within the U.S.

- The payment of a monetary allowance at the rate of seven cents per mile under orders authorizing travel by privately owned conveyance as more advantageous to the government.

- An increase from four and two cents per mile rates for travel of dependents, to a monetary allowance at rates of six and three cents per mile with a maximum of eighteen cents per mile payable. (Three cents per mile is allowed for dependents under 12 years of age. Six cents per mile is allowed for those 12 and older).

- Payments are made in advance of travel by members, except in a few instances, of the mileage or monetary and per diem allowances.

For more detailed information on the new allowances, see your personnel or disbursing officer. The Joint Travel Regulations have been distributed Navy-wide.

the naval activities. There are four motor courts within a 10-mile radius, containing a total of 40 units. Rates range from \$4 to \$7 per couple per day. Numerous motor courts are available at a distance of approximately 20 miles, with comparable rates.

Inactive Reserve Nurses Should Keep Navy Informed

Reserve Nurse Corps officers on inactive duty should keep the Navy informed of any change in marital or dependency status.

Those who are married or have dependents under 18 are not being ordered into active military service at the present time. Occasionally, however, if one has not notified the Navy of her marriage or dependents, she is ordered to active duty only to have her orders cancelled.

Nurses who marry should report their change of name to the Chief of Naval Personnel via (1) their district commandant (2) Chief of the

Bureau of Medicine and Surgery.

Requests for resignation, from Reserve Nurse Corps officers who are parents, step-parents or who have dependents under 18—regardless of legal custody—are now being accepted. These requests, supported by documentary evidence, should be sent to the Secretary of the Navy, via (1) naval district commandant, (2) Chief, BuMed, and (3) Chief of Naval Personnel.

In both instances the requests should be mailed to the commandant.

QUIZ ANSWERS

QUIZ AWEIGH is on page 39

1. (b) Two half hitches.
2. (b) Clove hitch.
3. (b) wood block.
4. (c) Gin block. So-called from the fact that these types of block originally were attached to gins (three-legged, portable hoisting rigs).
5. (b) Swing to starboard.
6. (b) Swing to port.

Crew Members of an APD Get Awards for Heroic Rescue Work at Wonsan

A number of officers and crewmen aboard *uss Diachenko* (APD 123) have been decorated or awarded Letters of Commendation for outstanding service during minesweeping operations at Wonsan, Korea.

Lieutenant Commander James R. Wilson, USN, was awarded a Gold Star, in lieu of a second Bronze Star, with combat distinguishing device, for heroic service as commanding officer of *Diachenko*.

For maneuvering his LCVP alongside two sinking minesweepers to rescue personnel from the waters, Ensign Robert M. Park, USN, was awarded the Bronze Star Medal, with combat "V."

Ensign William B. Farnsworth, Jr., USN, was awarded the Bronze Star, with combat "V," for rescuing men from the minesweeper *Pledge* and assisting in the destruction of crypto-devices.

The following men were awarded the Bronze Star Medal, with combat distinguishing device, for their work in rescuing men from the waters and evacuating the wounded: John E. Chadwell, SN, USN; Eugene C. Evans, SN, USN; Edward B. Koch, QM3, USN; George M. Lambert, FN,



"I told you I was going to get a Navy blue suit this spring."

USN; William V. Lock, SN, USN; Joseph T. Sylvia, Jr., ENFN, USN; and Gerald V. Williams, SN, USN.

Donald M. Salo, SO3, USN, was awarded a Letter of Commendation with combat "V," and a Bronze Star in lieu of a second Letter of Commendation, for aiding in the rescue of casualties and assisting the CO in clearing a safe passage through the mined waters.

For skillfully carrying out their parts in the operations, these men were awarded Letters of Commendation, with combat distinguishing device: Charles W. Andrews, EN2, USN; Charles W. Avey, SN, USN; James D. Colbert, SN, USN; William R. Ferguson, EN3, USN; Lee P. Jackson, SN, USN; Wallace P. Longmire, SOL, USN; Lynn C. Maxfield, SOSN, USN; and Alfred R. Watkins, SN, USN.

Letters of Commendation, with combat "V," were also awarded to the following men for their work in caring for casualties: Keith M. Bunce, HM3, USN; Eugene Gosper, EMFN, USN; James M. Miller, Jr., HMC, USN; John L. Ringer, HN, USN; Charles P. Shoemaker, HM3, USN; and John M. Sylvia, YNSN.

Nine Navymen Get Medals For Exploits at Inchon

Nine Navymen have been decorated for outstanding service during the amphibious assault landings at Inchon, Korea, on 15 Sept 1950.

For risking their own lives in order to save the lives of others, three landing craft crewmen were awarded the Silver Star Medal. They

are Paul J. Gregory, SA, USN; Richard P. Vinson, ENFN, USN; and William H. Ragan, SN, USN.

Because he managed to bring his landing craft to shore and debark the troops despite a painful bullet wound in his left shoulder, Chancey H. Vogt, SN, USN, was awarded the Silver Star Medal.

Lieutenant Commander M. Ted Jacobs, Jr., USNR, was awarded the Bronze Star Medal, with combat "V," for heroic achievements as officer-in-charge of the 104th Naval Construction Battalion Detachment during the invasion.

For meritorious achievement aboard *USS Southerland* (DDR 743), the following officers were awarded the Bronze Star, with combat "V": Commander Homer E. Conrad, USN; Lieutenant Commander Manley C. Osborne, USN; Lieutenant (junior grade) Einer A. May, USN; and Lieutenant (junior grade) Gene F. Gauthier, USN.

Boatswain's Mate Jumps Into Water, Saves Japanese

William O. West, BMC, USN, has been awarded the Commendation Ribbon and Metal Pendant for rescuing a drowning man in Yokosuka Harbor, Japan.

While the boatswain was busy trying to secure his ship to a mooring buoy, the buoy spun around, throwing both West and a Japanese civilian employee from their boat into the choppy sea. When West regained his position on the buoy, he saw his co-worker being swept away by the tide. West jumped into the water, swam to the drowning man's side and kept him afloat until help could reach them. His prompt and courageous action undoubtedly saved the life of the Japanese.

Two Navy Ensigns Honored Posthumously for Actions

Air Medals have been awarded posthumously to two Navy ensigns, John F. Kail, USN, and John R. Brinkley, USN, for action against the enemy aggressor forces in Korea.

Ensign Kail was attached to Fighting Squadron 113 aboard *uss Philippine Sea* (CV 47). Carrying out a glide bombing attack while operating in the Kunsan area of Korea, he destroyed an important enemy road

Helicopter Pilot Awarded Medal for Rescue Mission

Lieutenant Charles C. Jones, USN, a member of Helicopter Squadron One, has been awarded the Distinguished Flying Cross "for heroism and extraordinary achievement" as pilot of a helicopter during an aerial rescue mission near Sariwon, North Korea.

In an effort to rescue a downed Navy pilot, Lieutenant (then LTJG) Jones flew his helicopter deep into enemy territory, making two daring attempts to pick up the flyer despite intense enemy small arms fire.

When his fuel tank was hit on the second try, Lieutenant Jones was forced to leave the area. He successfully executed an emergency landing in the Han River, from which he was rescued and returned to his squadron.

bridge across the Kum River. Later, while strafing enemy coastal shipping off the coast of Kunsan, he lost his life in a collision with another plane in mid-air.

Ensign Brinkley was attached to Fighting Squadron 23 on board *uss Boxer* (CV 21). During a six-day period he flew numerous missions, bombing and strafing enemy transportation and communications units and troop concentrations in the face of hostile antiaircraft fire. His actions "contributed materially to the success of his squadron in inflicting extensive damage on the enemy."

Navy Flier Honored, Plane Crashed in Hostile Area

The Air Medal has been awarded posthumously to Ensign Curtis L. Smith, USN, who was killed in action when his plane crashed and exploded in hostile territory near Sariwon, North Korea.

Ensign Smith had carried out several attacks on enemy installations and flew in missions providing close air support for United Nations ground troops.

A highly skilled pilot, Ensign Smith contributed greatly to the success of Fighting Squadron 112, attached to *uss Philippine Sea* (CV 47).

CO Given Legion of Merit For Service in Far East

The Legion of Merit, with combat "V," was awarded to Captain Edward L. Woodyard, USN, for outstanding service as commanding officer of *uss*

Sailor Rescues Pilot After Plane Crashes

When the pilot of a carrier-based jet plane crashed into the harbor at Newport, R.I., suffering severe injuries, Edwin J. Murphy, HM3, USN, jumped from his lifeboat into the cold, choppy sea to rescue the pilot.

Bringing the injured man to the surface, Murphy helped lift him into the lifeboat, administering artificial respiration and giving him first aid.

Murphy was awarded the Commendation Ribbon and Metal Pendant for his courage and initiative.

Sailor Loses His Life Saving Life of Friend

The Navy and Marine Corps Medal was awarded posthumously to Oscar J. Dyes, ME2, USNR, who lost his life while saving the life of a friend.

When a companion was caught in an undertow near the Beach Hotel, St. Augustine, Fla., Dyes immediately plunged into the treacherous waters in answer to the call for help.

He successfully battled the tide and assisted his companion to safety. Before he could reach a point of safety himself, however, Dyes was engulfed by the heavy sea and was not seen again until his body was found near the site of the rescue.

Rochester (CA 124) and a task group in the Korean area of hostilities.

Captain Woodyard carried out mine sweeping and fire support operations at Chongjin, Wonsan, Hungnam and Inchon, Korea, "expeditiously and efficiently without material or personnel mishap, thereby sustaining the high morale and combat efficiency of his officers and men, and contributing materially to the success of the operations," according to the citation he received.

Hospitalman Posthumously Honored for Korean Action

Warren Rod Hammett, HN, USN, has been posthumously awarded the Silver Star Medal for action against the enemy while serving with the First Marine Division in Korea.

When his unit was under enemy night attack he crawled across open ground and in the face of heavy enemy grenade and machine-gun fire succeeded in rendering aid to several wounded before being cut down by enemy fire.

The citation accompanying his medal reads in part: "By his courageous actions in saving others at the cost of his own life he served to inspire the members of his group to heroic endeavor toward repulsing the enemy attack and regaining fire superiority."

G.I. Bill Education Cut-Off Date Waived for Personnel on Active Duty

World War II veterans who interrupt their education under the G.I. Bill to reenter the armed forces may resume their studies after the 25 July 1951 cut-off date.

This policy also applies to veterans now on active duty, who are attending school during their spare time and who are forced to discontinue their training because of military duties or transfers. They will be allowed to step up their part-time in-uniform training to full-time courses as civilians, if they wish.

Those veterans who started their G.I. Bill studies as civilians and then interrupted them to return to military or naval service will also be allowed to resume training after 25 July 1951.

Veterans desiring to take advantage of this policy must meet three requirements:

- Conduct and progress of their G.I. Bill courses must have been satisfactory.
- The period of training obtained after they return to civilian life will be limited to their remaining G.I. Bill entitlement.
- Their course may not extend beyond the final deadline of the G.I. Bill program—25 July 1956.

Veterans are expected to resume training "within a reasonable period" after their release from active duty.

Those taking G.I. Bill correspondence courses, whether in the service or otherwise, may not switch to classroom training after the cut-off date.

The ordering of a veteran to active duty has no effect on extending the deadline for educational benefits if he is not actually enrolled in a course or training at the time he is recalled. Consequently, these veterans who have voluntarily interrupted their course and those who have not yet initiated their training are still subject to the 25 July 1951 deadline regardless of any recall to service.

However, those veterans whose eligibility for G.I. benefits is based on a period of service which terminates subsequent to 25 July 1947, the cut-off date is not 25 July 1951 but four years from the date of discharge or separation.

Sub Training Available to Enlisted Personnel

Submarine training is now available at the Submarine School, New London, Conn., for qualified enlisted personnel in certain rates and ratings.

Men with the following rates may apply: QM, GM, FC, FT, RM, RD, SO, EN, TM, ET, EM, IC, YN, CS—all in pay grades E-4, E-5, E-6; HM in pay grades E-5, E-6, E-7; SN, FN, SA, FA and TN.

Requests should be sent to the Chief of Naval Personnel (Attn: Pers-B212d), via commanding officers and their administrative commands. Graduates may expect to be assigned to duty aboard submarines now in commission or under construction.

Candidates must meet requirements set forth in BuPers Circ. Ltr. 31-51 (NDB, Mar 1951).

Recruits undergoing recruit training, personnel attending naval schools, or personnel in a transient status are not eligible to submit requests for submarine training.

Enlisted personnel who have been

separated from the submarine force, and who are assigned the designator SS, may submit requests for return to the submarine force, provided that they are physically and temperamentally qualified. Such personnel who are on sea duty may submit requests through official channels to ComServLant via ComSubLant, or to ComServPac via ComSubPac as appropriate. Those who are not serving under the jurisdiction of a service force command may submit their requests through official channels to the Bureau of Naval Personnel via ComSubLant and ComServLant, or ComSubPac and ComServPac, as appropriate.

Men previously qualified but declared "temporarily disqualified for submarine duty" are not eligible for return to submarine duty at any future date. Those disqualified for physical reasons will be eligible for reassignment to submarine duty only after having been found fit by a submarine medical officer as a result of an examination.

Donlevy, Marguerite Chapman.

I'd Climb the Highest Mountain (554): Drama, S. Hayward, W. Lundigan.

Two Weeks With Love (560): Musical comedy; J. Powell, R. Montalban.

Blue Blood (556): Horse racing melodrama; B. Williams, J. Nigh.

Sierra Passage (558): Western; W. Morris, L. Albright.

The Mating Season (568): Melodrama; G. Tierney, J. Lund.

Bowery Battalion (563): Comedy; L. Gorcey, H. Hall.

Three Desperate Men (562): Western; P. Foster, V. Gray.

September Affair (561): Drama; J. Fontaine, J. Cotten.

The Tougher They Come (546): Western; P. Foster, W. Morris.

Man Who Cheated Himself (549): Crime melodrama; L. Cobb, J. Wyatt.

Muddark (566): Drama; I. Dunne, A. Guinness.

Under the Gun (551): Melodrama; R. Conti, A. Totter.

High Lonesome (553): Western; J. Barrymore, Jr., L. Butler.

Katie Did It (545): Comedy; A. Blyth, M. Stevens.

Spoilers of the Plains (567): Western; R. Rogers, P. Edwards.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, NavActs, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnavs, NavActs and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 18—Cancels Alnav 15-50 and gives instructions on examinations for promotion of USMC officers.

No. 19—Designated 1 April as effective date of joint travel regulations.

No. 20—Lists USMC officers promoted to rank of major.

No. 21—Covers disposition of cowpox virus vaccine.

No. 22—Lists assessments to ships stores' profits.

No. 23—Requires legal officers to submit data on qualifications to Judge Advocate General.

No. 24—Announces extension to 31 Jan 1952 of reduced round trip rail fares.

No. 25—Extends deadline for accepting NSLI good health certification applications and calls for canvass by COs to advise personnel of full coverage rights.

No. 26—Gives instructions relating to provisions afloat.

No. 27—Contains instructions concerning application for officer candidate course at Naval School, Newport, R.I.

No. 28—Specifies that frostbite is

Motion Picture Exchange Lists Movies Distributed

Motion pictures now being distributed among ships and overseas bases, obtained through the Navy Motion Picture Exchange, Brooklyn, N.Y., are listed in ALL HANDS as they become available from the Exchange.

For the convenience of motion picture operators, numbers of the programs are included in the following list. All prints are 16-mm.

Operation Pacific (564): Drama; J. Wayne, P. Neal.

Born Yesterday (557): Comedy; B. Crawford, J. Holliday.

Branded (550): Western melodrama; A. Ladd, M. Freeman.

Magnificent Yankee (554): Drama; L. Calhern, A. Harding.

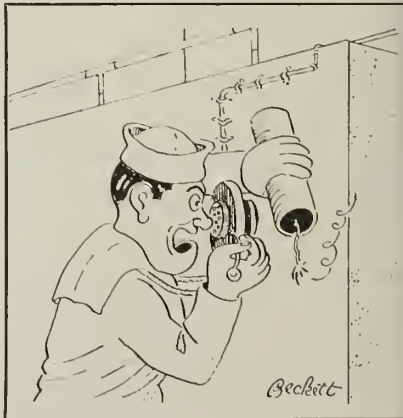
The Enforcer (559): Crime melodrama; H. Bogart, Z. Mostel.

Tomahawk (565): Western; V. Heflin, Y. DeCarlo.

California Passage (555): Western; F. Tucker, A. Mara.

Mystery Submarine (547): Spy melodrama; M. Carey, M. Toren.

Kansas Raiders (548): Western; B.



"Now hear this . . ."

not considered a qualification for award of the Purple Heart.

NavActs

No. 4 — Announces application deadline for postgraduate courses in aeronautical engineering, aeronautical engineering armament, aeronautical engineering electrical, and engineering electronics.

No. 5—Announces eligibility requirements and date for applying for guided missiles course.

BuPers Circular Letters

No. 31—Covers eligibility of enlisted personnel for assignment to submarine duty and personnel who may request initial submarine training.

No. 32—Announces distribution in May of "Career Plotting Sense" booklet to all ships and shore stations.

No. 33—Contains instructions on reenlistment and voluntary extension of enlistment of USN and USNR personnel on active duty.

No. 34 — Modifies visual acuity standards for women enlisting in USN and USNR.

No. 35—Specifies American Red Cross reports shall be treated as confidential.

No. 36—Lists officers promoted to grade of commander.

No. 37—Provides instructions to officers on keeping biography sheets current.

No. 38—Lists USNR officers promoted to grade of lieutenant (junior grade).

No. 39—Amplifies policies of integrating lighter-than-air program with the aeronautic organization.

No. 40—Announces deletion of

physics and trigonometry from those texts required for study prior to entering U.S. Naval Academy.

No. 41—Covers use of priority ratings on canned beer orders.

No. 42—Announces future availability of Army type identification tags and necklaces for naval personnel.

No. 43—Cancels 1 Oct 1951 as date when commanders and above would be required to have evening dress uniforms, which remain optional.

No. 44—Makes changes to technical field designations for certain Limited Duty Officers.

No. 45—Points out benefits payable under Social Security Act to service personnel for World War II service.

No. 46—Amends regulations on per diem allowances for personnel outside continental U.S.

No. 47—Contains additional information on officer promotions for fiscal year 1951 including eligibility and convening dates for selection boards.

No. 48—Announces rates for special Federal excise taxes-occupation taxes by recreational activities operating with nonappropriated funds.

New Schools to Open Soon For DCs and Metalsmiths

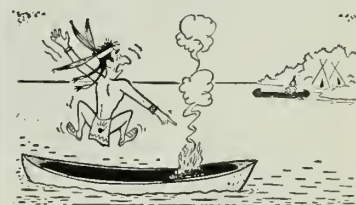
Two new Navy schools now commencing instruction are the Class A Damage Controlmen School and the Class A Metalsmiths' School. Each will graduate classes of prospective artificers every two weeks.

The Damage Controlmen School is located at the Naval Damage Control Training Center, Treasure Island, San Francisco, Calif. Its classes will be composed of 18 students, of whom 15 will be selected graduates of recruit training. The other three will come from Service Forces of the Pacific Fleet.

Norfolk, Va., is the location of the new Class A school for metalsmiths. The school, to be situated at the Naval Receiving Station, will offer instruction to 15 trainees per class. Of these, 13 will be newly selected recruit training graduates. A quota of two trainees per class is assigned to Commander Service Forces, Atlantic Fleet.

Both schools are under management control of BuPers.

Ever since the world's second ship was built, men have desired to communicate from one vessel to another without the trouble of bringing the



ships into hailing distance of each other. Ways to do so were devised, and despite the electronic wonders of this age, some of the communication methods used today are very old.

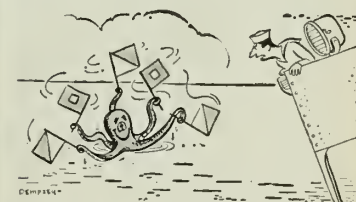
Visual signaling consists mainly of three methods: Flashing light, semaphore, and flag hoist. Of the three, flag hoist is the most rapid and accurate means when ships are within seeing distance during daylight hours.



That method is especially good for sending tactical signals. However, messages can't vary much. They must be limited to the signals and their meanings as given in the signal books employed.

★ ★ ★

Semaphore is also good in the daytime. It's faster than the flashing light method, and can convey any message desired—spelling out the words in the semaphore alphabet. Although more easily picked up by enemy eyes than flag hoists or sema-



phore, the flashing light is best at night and for longer distances in the daytime. The Morse code is used in this method, and the message is blinked across the waves via yardarm lights or searchlights.



'I don't know how he gets in, but he shows up every time we serve cold cuts and pickles.'

BOOKS:

STREAM OF NEW VOLUMES FLOWS TO NAVY READERS

THE REPLENISHING stream of new books continues its flow to ship and station libraries throughout the Navy. Look these over for a selection to your liking. The library section at BuPers chose these and others from the nation's literary harvest for good reading.

* * *

• *The Caine Mutiny*, by Herman Wouk; Doubleday and Company, Inc.

This is the "made-up" story of the old destroyer-minesweeper *uss Caine* during a World War II year in the Pacific, and of the events which occurred after the year was over. It's the story of Willie Keith, through whose eyes the reader sees the action of the story—Willie, who starts out as a careless, good-humored Princeton boy and ends up a hard-bitten man. It's the story of "Captain" Queeg, a slightly comic, strongly tragic, petty tyrant, and of Lieutenant Maryk, his executive officer, and of all the "Asiatic" crew.

Here is fiction at its best, about

one of the worst imaginable units of the wartime Navy. While the wild ship *Caine* isn't, of course, typical of the U.S. Navy, the entire story rings as true as the sound of a boatswain's pipe. The author, a well rounded writer, served four years in the Navy during WW II, and during part of that time was himself the executive officer of a destroyer-minesweeper.

The mutiny on the *Caine* was no mutiny such as Captain Bligh's men performed aboard the *Bounty*; there were no cutlasses drawn, no pistols fired. But the situation leading up to it, and the aftermath, too, were almost as rough. It's a first-rate work of fiction.

* * *

• *I'm Sure We've Met Before*, by Lieutenant Commander Max Miller, USN; E. P. Dutton and Company.

This is a pleasant little book which tells how it is to be a Reserve officer back on active duty in the Pacific so soon after the end of World War II. We see today's Pearl

Harbor; talk with patients on a hospital ship in Korea, with pilots on a "jeep" carrier. We ride an overloaded LSM through a mine field, and later listen to the romantic lies of two sailors aboard the amphibious force flagship *uss Mount McKinley* (AGC 7). No one will be making a mistake to read this good-humored sketch if he has a couple of hours to spend.

* * *

• *The Maggie Murphy*, by John Joseph Ryan; W. W. Norton and Company, Inc.

Here is another account of far travel in a small ship, but not "just another" tale, by any means. And though the journey was made almost without funds, it most certainly was not without fun.

It's about two young men of our Pacific Northwest who thought they'd like a season of fishing in Alaska—in their own boat. The hull they acquired for one dollar, salvaging it from a mud flat where it long had lain as a derelict. The motor, the steering wheel and many other parts were the dismembered parts of a \$20 Model A Ford.

They got there—with almost no money left; they fished for a season, and they survived.

* * *

Here are two new books which are vying for a place in the private library of every naval officer:

• *The Naval Officer's Guide*, by Arthur A. Ageton, Rear Admiral, USN (Ret); McGraw-Hill Book Co., Inc. (\$4.50)

This is a new (4th) edition of the popular and successful handbook which long has been considered by many to be the basic guide for naval officers. In addition to the information offered by the last previous edition, this issue includes the many changes in training, regulations, uniform, pay and other naval matters which have gone into effect since the end of World War II.

• *The Naval Officer's Manual*, by Harley F. Cope, Rear Admiral, USN (Ret) The Military Service Publishing Co. (\$3.50)

A comprehensive and up-to-date compilation of information which should prove useful to every naval officer. In addition to others, Reserve officers returning to active duty will find *The Naval Officer's Manual* a valuable aid in meeting career problems. There are 333 pages of pictures, charts and text included.

Progress of Series on Naval Operations in WW II

A series of books knows as the *History of United States Naval Operations in World War II*, by Samuel Eliot Morison, is being published. Six volumes of the work are now available, with eight more forthcoming. You are here given a report on the series and its progress, with dates or expected dates of publication included.

I. *The Battle of the Atlantic* (September 1939—May 1943)—Published November 1947.

II. *Operations in North African Waters* (October 1942—June 1943)—Published February 1947.

III. *The Rising Sun in the Pacific* (1931—April 1942)—Published September 1948.

IV. *Coral Sea, Midway and Submarine Actions* (April—August 1942)—Published September 1949.

V. *The Struggle for Guadalcanal* (8 Aug 1942—10 Feb 1943)—Published November 1949.

VI. *Breaking the Bismarck Bar-*

rier (July 1943—May 1944)—Published November 1950.

VII. *The Conquest of Micronesia* (1943—1944)—To be published in autumn 1951.

VIII. *New Guinea and the Marianas* (1944)—1952.

IX. *Sieily, Salerno, Anzio* (June 1943—June 1944)—1953.

X. *The Atlantic Battle Won* (May 1943—May 1945)—1954.

XI. *The Invasion of France* (1944)—1955.

XII. *Leyte* (1944)—1956.

XIII. *The Liberation of the Philippines* (1945)—1957.

XIV. *The Liquidation of the Japanese Empire* (1945)—1958.

As these books have appeared, they have been purchased in considerable numbers by the Navy for ship and station libraries. Also, they can be purchased in book stores or direct from the publisher—Atlantic, Little-Brown, of Boston, Massachusetts.



"Fightin' Two"

PEACE AND WAR: 1927-1942

Here's the story of a remarkable squadron, Fighting Two, and its "hot" pilots, mostly enlisted men. By Earl E. Smith, JOC, USN.

GET A shipboard bull session shifted back to the Old Navy—to the days when naval aviators flew by the seat of their pants—and talk will turn to Fighting Two, "The AP Squadron."

Although only nine years have elapsed since Fighting Two's planes last roared off the flight deck of *uss Lexington* (CV 2), and returned to find the ship in flames, the squadron has already become a legend of naval aviation. During the 16 years it formed a flying roof over the Fleet, Fighting Two was perhaps the most unusual naval organization in existence.

To have been a member of the squadron was and is still considered an honor. Even today tales of its colorful and skilled enlisted pilots—Darling, Harshman, Oskay, Finney, and many others—are being told over many a cup of joe. Experienced naval aviators declare

that a more enthusiastic, happier, energetic—or cockier—group of expert fliers have never been assembled in one unit. Says a rear admiral, the squadron's skipper some 20 years ago: "I have never been prouder of any organization in the Navy than that command."

Fighting Two was a hand-picked squadron. Operating from the Navy's first three carriers—*Langley*, *Saratoga*, and *Lexington*—its pilots flew every type of carrier fighter from the early bailing-wire-and-canvas biplanes to the stubby Grumman F4F *Wildcats* of World War II fame. In the highly competitive Fleet gunnery and bombing competition, Fighting Two was a respected opponent, compiling a brilliant record through the years. A senior aviator, who flew with another squadron, says: "Fighting Two was always a tough outfit to beat. The idea of being licked for the gunnery trophy by that

"Fightin' Two" (CONT.)

gang of chiefs was so indigestible . . . that other squadrons worked like fiends. Fighting Two set a rugged pace, and it resulted in the efficiency of all squadrons being increased."

Fighting Squadron Two-B was basically an enlisted man's squadron—an outfit of sailor fighter pilots. Placed in commission 4 Jan 1927, it was considered an experiment to "test the feasibility of enlisted men acting as pilots of fighting planes." (The Navy always had enlisted aviators, but few have been fighter pilots.) Earlier, in 1925, an investigative board found that naval aviation was causing too heavy a drain on the Navy's commissioned personnel, and decided that more enlisted aviators should be used. Congress passed a law requiring that 30 per cent of the Navy's pilots be enlisted personnel.

Out of these circumstances was born the idea of an enlisted fighter squadron with officer section leaders. Lieutenant Commander J. M. Shoemaker, USN, was appointed to organize the squadron and became its first commanding officer.

Fighting Two was organized as an 18-plane squadron, made up of six sections of three planes each. As each section leader was an officer, this left 12 pilot billets open to sailors holding the rating of "aviation pilot" (AP). When word of the new outfit spread around the Navy, almost every enlisted pilot wanted that duty. From these, Lieutenant Commander Shoemaker carefully selected the most skilled and experienced men.

When planes of newly formed Fighting Two taxied down the dirt runways of NAS San Diego on its first training flight, this was the general picture of naval aviation: The Navy had only one carrier, *uss Langley* (CV 1), which had been converted from the collier *Jupiter* (a coal carrying vessel). Two others, *uss Lexington* (CV 2) and *uss Saratoga* (CV 3) were being built. A total of 472 officers and 108 enlisted men were wearing pilot's wings. The Navy's hottest fighter plane had a 400-horsepower engine, could zip along at 163 knots, and climb to 10,000 feet in about 12 minutes. This was the Curtiss *Hawk*, with a maximum range of about 382 miles. There were, of course, no radios in planes, and squadron leaders passed the word by hand signals and wing-wagging.

First planes assigned to Fighting Two were the old VE-7 biplane fighters. Built by the Naval Aircraft Factory, these planes had already been in use for many years. (In 1922 Lieutenant Commander V. C. Griffin, USN, had made the first take-off from the deck of *uss Langley* in a VE-7.) The canvas-covered biplane was powered by a 180-horsepower water-cooled engine, had a maximum speed of 118 knots, and required over five minutes to climb 5,000 feet.

Regardless of the pilot's skill, there was a limit on what could be accomplished with the VE-7s, and, as training progressed, Fighting Two's pilots cast envious glances at another squadron whizzing by in its newer F6C-1 Curtiss *Hawks*. Then fortune smiled on them. Fighting Two inherited another squadron's Curtiss *Hawks* when it was decided these planes were too "hot" for the small flight deck of *Langley*, to which the other squadron was reporting.

Meanwhile, Lieutenant George F. Chapline, USN, be-

came CO of Fighting Two. When the Fleet pulled out it left Fighting Two the only squadron on North Island, and they went to work in earnest. From dawn to darkness the squadron practiced high speed maneuvers, crossovers, turns, reversals. The enlisted pilots, eager to make a good showing against "all-officer" squadrons, worked tirelessly. Officers assigned to the squadron were highly enthused at the morale of the organization, and consequently worked even harder themselves. "I've never seen such a bunch of eager beavers," a retired officer, who was in the squadron at that time, recalls. "The pilots would fly all day and then work half the night with plane crews to keep those crates flying. I don't remember our flight schedule ever having a plane out for repairs."

Just when Fighting Two was whetting a sharp edge on their flying with the *Hawks*, along came a radical new plane—the Chance Vought FU-1. It had a greater range than any of the previous fighters, and was equipped with an enormous new Roots supercharger that gave it a service ceiling of 29,000 feet. As soon as the new planes were broken in, off came the wheels and on went floats. Fighting Two gathered up its gear for a tour of duty on board the battleships of the Battle Fleet.

When the Fleet got underway for maneuvers in the Hawaiian area, one float-equipped fighter from VF-2B was on board each battleship. The mission of the squadron at that time was somewhat different from the role of battleship and cruiser scout planes in later years. While they were called upon to perform spotting and scouting work, their primary role was that of a fighting and bombing squadron, to protect the Fleet against attack by enemy planes, and to deliver attacks against the enemy fleet.

Lieutenant O. M. "Sam" Darling, USN (Ret), who was a CAP—chief aviation pilot—in the squadron at the time, tells of an incident as the Fleet moved into Hawaiian waters. "The squadron was patrolling over the Fleet when some Army fighters from Oahu spotted our lumbering seaplanes and thought they had some easy meat. We were flying at 12,000 feet when the land-based fighters "attacked". The Roots blower gave us sea-level pressure at that altitude, and our tight-turning FU-1s swarmed all over them. Later on I met an Army pilot who was in the fracas. He asked me if there was some new super engine in the float planes."

By June 1928, Fighting Two was back at NAS with a new skipper, Lieutenant (now Rear Admiral) H. M. Martin, USN. Nearly all of the enlisted pilots were chiefs, many of them old timers with fabulous careers. Lieutenant (now Rear Admiral) A. K. Doyle, USN, exec of the squadron then, recalls: "Fighting Two's top AP at the time was Roger "Tex" Marley, CAP, USN, the famous old *Langley* baseball pitcher. One of my wingmen was Fred Wallace, CAP, USN, who I think was the best pilot the Navy has seen since George Cuddihy (famous Navy racing pilot) was killed. One of the more prominent citizens in the squadron was Trent Driscoll, CAP, USN, who had been Pancho Villa's chauffeur when that bandit was in his prime in Mexico. He was author of a classic remark that passed around the Fleet for years. Speaking of a generally disliked character in another squadron, Driscoll said, 'He's as much use as a side saddle on a hog.' They were a great gang, and flew, bombed and shot beautifully."

Late in 1928 Fighting Two was supplied with the

Navy's newest plane—the F3B-1. With 400 horsepower at their fingertips, Fighting Two pilots literally chewed up the skies. Skipper Martin worked them in cross-over turns, reversals, and precision flying until it appeared to be done with magic. Shortly afterwards the squadron was assigned to USS *Langley*.

2

A few months later preparations began for the annual war games conducted by the Fleet off Panama. The new *Lexington* and *Saratoga*, their shakedown cruises completed, would participate for the first time.

As the games began, it was assumed that hostilities had been in progress for some months. The Black Fleet—consisting of the battle fleet, a group of submarines, a supply train, and as originally planned, *Saratoga* and *Langley*—would be the attacking force. They were to attack and “destroy” the Panama Canal, defended by the Blue Fleet. The Blue Fleet consisted of the Scouting Force, its submarines and supply train, USS *Lexington*, plus support by the 49 Army and Navy planes stationed at the Canal. This gave the Blue Fleet 145 planes against the Black Fleet's 116.

Fighting Two was scheduled to take part in the exercise as a *Langley* squadron, but that carrier blew up a boiler and the squadron was transferred to *Saratoga*. Fighting Two's pilots, accustomed to operating from *Langley*, could not overcome their awe of the “Queen of the Seas,” some 888 feet long. A pilot who made the cruise, Lieutenant (junior grade) (now Rear Admiral) Murr E. Arnold, USN, tells of an amusing incident.

“Chief Aviation Pilot Sam Darling was probably the hottest flyer in Fighting Two at that time. Sam, accustomed to the short deck on *Langley*, couldn't understand why all that flight deck space was needed for take-off. Normal procedure at that period in carrier operations provided for the pilot commencing take-off from his position in the ‘stationary deck spot.’

“On his second or third take-off from a position well aft, Sam took off in a ‘flipper turn’ around the bridge and almost knocked Admiral Reeves' hat off. The admiral blew his top, sent for the squadron CO and ordered him to instruct Darling to keep his wheels on deck until reaching the forward end of the flight deck. On taking off next day, Sam carried out these instructions—but promptly looped right back over the ship, causing a renewed outburst from the admiral. Again the squadron CO was called and directed to tell Darling not to pull up, or turn, on take-off until he was at least one-half mile from the ship.

“Sam obeyed instructions. On his next take-off he gunned his plane straight down the flight deck, making no attempt to become airborne. The plane literally fell off the bow of the carrier and disappeared from view. For a moment there was consternation, then we noticed Sam skimming along the water, practically bouncing from wave to wave. He continued on an arrow-straight course, never more than six feet above the water, clear over the horizon.

“Sam probably would have been kicked out of the squadron if the admiral hadn't realized that only an expert pilot could have pulled such a stunt.”

As the Black Fleet approached Panama, plans were made for the “attack.” Because his force was inferior in planes, Admiral William V. Pratt, USN, in command of the Black Fleet, based his plans on a surprise air attack. *Saratoga* was to sweep south of the main body



and launch planes against the Pacific end of the Canal, while USS *Aroostook* (her one seaplane representing the missing *Langley*'s squadron) would launch her plane against the Atlantic end in time to make the two attacks simultaneously.

Complications arose. A Blue Fleet destroyer and cruiser (USS *Detroit*) unexpectedly showed up, and a “battle” was on. The Blue destroyer was judged sunk by the umpires, and the Blue cruiser damaged. *Saratoga* was assessed minor damage and penalized 10 per cent of her speed. What was worse, the Blue cruiser trailed and constantly reported *Saratoga*'s position, despite the umpire's orders for it to keep away.

Under the circumstances, it was decided to launch *Saratoga*'s planes an hour before dawn, with the thought in mind that Blue Fleet officials were probably expecting *Sara* to get them off at daylight. Seventeen dive bombers, 17 torpedo planes and 32 fighters (including those of Fighting Two) roared off *Saratoga*'s flight deck in darkness and headed for the Canal, some 140 miles away. Three of the planes were rigged to send radio messages.

Just as it was getting light, *Saratoga*'s planes swooped down on the napping Canal, “strafing” and “bombing” Pedro Miguel and Miraflores locks. Next they pounded the airfields at Fort Clayton and Albright. Nine Army fighters came up—and Fighting Two promptly climbed on their tails. With both locks theoretically destroyed, the triumphant air group headed back to *Saratoga* with only one technical loss. Meanwhile, *Aroostook*'s “squadron” had also successfully carried out its attack.

Later in the operation, Fighting Two tangled with planes from the Blue Fleet's *Lexington*. What the *Lex* pilots didn't know was that an inventive engineering chief on *Saratoga* had dreamed up a carburetor “gizmo” for Fighting Two's planes. This gadget allowed the engine to run when the plane was upside down—a startling development at that time. Right then and there Fighting Two introduced some new tricks in aerial dog-fighting. The baffled *Lex* pilots suffered heavy “losses.”

None of the previous yearly war games had proven so spectacular. It was the greatest assembly of naval aircraft yet seen, and the bold carrier strike on the Canal attracted wide attention. Speculation on the future of naval aviation became a topic of wide discussion. No one was more highly elated than *Saratoga*'s pilots.

3

By March 1929, Fighting Two was back at NAS San Diego, practicing maneuvers and gunnery for the annual Fleet Aircraft Concentration. Lieutenant Martin was detached, and Lieutenant Commander F. W. Neilson, USN, became C.O.

One night in June when the squadron was practicing night formation flying over North Island, Lieutenant A. K. Doyle and his two wingmen started in for a section

"Fightin' Two" (CONT.)

formation landing. He relates: "Lieutenant A. F. 'Hooks' Marley, USN, was up qualifying in an F3B with wing tanks. He ran dry on main and came in cross-wind on landing, just as I brought my section down. Verne Harshman, CAP, USN, on my right wing, tried in vain to warn me, but I didn't see him. I hit what I thought was ground with a heavy jolt and bounced. Then I straightened the plane out and took pains with my landing—which was normal—and rolled straight ahead. As I slowed down my right wheel buckled and I went gently down on one wing.

"For five minutes I did not know why my wheel had given away. Then somebody told me I had landed on top of Marley's plane. My left wheel had struck Marley's left wing tank, and my right wheel was knocked loose by his propeller. I always intended to send this in to Ripley."

In August 1929, Fighting Two was equipped with a "dream plane" for those days, the Boeing F4B-1. It was equipped with a 450-horsepower engine, could climb 15,000 feet in about eight minutes, and was highly maneuverable. The squadron, already considered a good bet to win the gunnery trophy, was highly elated with the new plane.

Competition in the gunnery and bombing exercises was razor keen that year. Although pilots competed individually, their compiled score was the standing of the squadron in the competition. Each fighter pilot was allowed 60 rounds of ammunition to fire at a target, and four bombs to drop. The bombing target was a 45 by 300-foot rectangle, but only hits within an inner 45 by 120-foot area counted as full hits. Pilots were required

to pull out of their dives at 1,500 feet, and umpires flew around at that altitude to make sure they did.

A chief who was flying with the squadron relates: "We were rubbing our hands in glee, thinking about the scores we'd knock out with our shiny, new F4Bs, when the axe fell. Our 'dream' planes became just a dream, as they were taken from us and replaced with some beaten-up old F6C-4 Curtiss *Hawks*. Skipper Neilson herded all the pilots in the ready room and said, 'It looks like a bum deal, but we can take all the hot pilots and their hot planes.'

"On 29 Sept 1929, with only a few days in planes we were not very familiar with, we held official individual bombing practice and rolled up a very creditable score. Even the skipper got 100 per cent hits with his bombs."

Late in '29 Fighting Two was called upon to try out a new experiment. At that time all three carriers—*Langley*, *Saratoga*, and *Lexington*—were using various types of longitudinal as well as athwartship arresting wires. The idea of the fore and aft arresting wires was to keep the plane from veering to one side and perhaps going over the side. However, carriers were constantly having trouble with them. The longitudinal wires not only slowed down the rate of landings, but tended to make the plane, as it moved along the deck, exaggerate any angle of the landing wheels toward the ship's side.

Fighting Two's planes made a series of smooth landings on *Lexington*, with only athwartship arresting wires to brake them to a stop. The fore and aft arresting wires were never used again.

By March 1931 the Navy had its first inflatable rubber raft, and it fell to a Fighting Two pilot to put it to a test. Flying from *Langley* in an exercise off Panama, the squadron ran into thick clouds. Chief Aviation Pilot Verne Harshman lost contact with the formation, then failed in his lone search for the carrier. Fuel expended, his plane belly flopped on the water.

Blinking tropical rain hid the plane from searching shipmates. Harshman caught some of the water in his scarf. By night the plane's flotation bags were leaking and it was ready to sink. Harshman climbed into his rubber raft and stayed alongside until his plane went down.

No rescue ship appeared. At intervals the pilot fired Very stars that went unanswered. Sharks gathered around the raft, nosing so close that Harshman pounded them off with his oars.

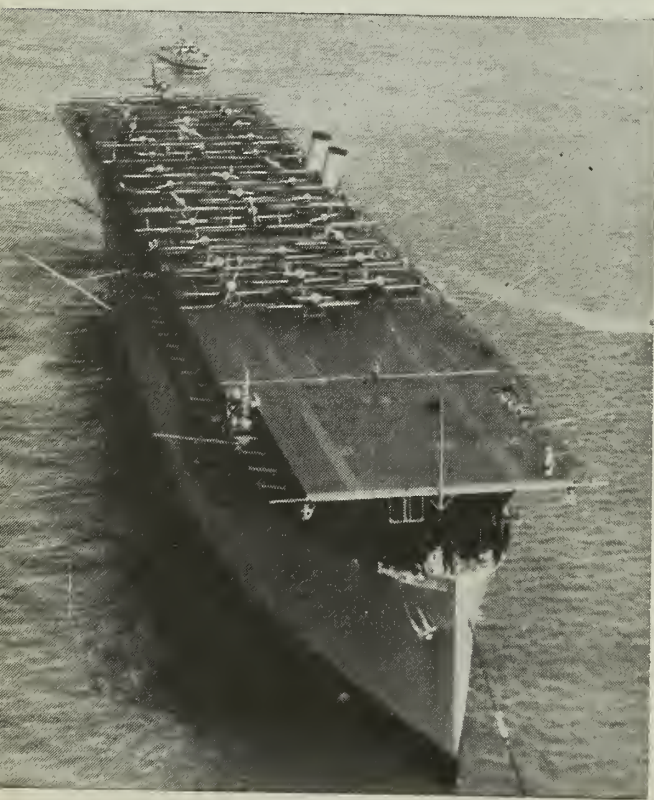
For the next four days the tropical sun blazed down, a grueling test that proved too much for the raft. The rubber actually began to melt. Harshman poured seawater on the hot surfaces, but air was soon hissing out of a leak. A patching kit had been included as raft equipment, and the pilot finally made a patch stick.

On the fourth night adrift, Harshman saw a small steamer pass close by. He fired his last two Very stars—and the steamer sailed past and out of sight.

Not until the sixth day was he seen, and then only after he had paddled hard to place himself directly in the path of an approaching ship. It was the *ss Cerigo*, a liner, which provided the much battered pilot with his first food in six days. From Harshman's experience, the Navy went to work to improve its raft and survival equipment.

4

Fighting Two officially became a *Lexington* squadron on 31 Mar 1931, and was to remain one for most of the



next 11 years. Shortly after the squadron reported on board, *Lady Lex* got underway for Managua, Nicaragua, where an earthquake had caused disaster. Fighting Two and other *Lex* squadrons flew doctors, nurses, medical supplies and food into the devastated areas.

Later that year Lieutenant Commander (now Rear Admiral) J. J. Clark, USN, assumed command of the squadron. *Lexington* returned to the West Coast, and Fighting Two moved ashore to get in shape for the forthcoming gunnery and bombing exercises. One of the pilots, Chief Aviation Machinist's Mate (AP) George F. Oskay (now Lieutenant Commander, USN, (Ret.)), describes the exercises that year:

"After getting back to San Diego, we received Fighting Three's worn-out F3Bs, which were good high altitude ships. (The F3B had a top speed of 196 knots, service ceiling of 24,800 feet.) They were the best gunnery ships and dive bombers we ever had. The competition was rugged, but the squadron was hotter than a pistol. We really knocked out a gunnery score that year."

Oskay himself was one of the main reasons for the squadron's high score. The veteran pilot staged an amazing demonstration of flying skill, scoring 60 hits out of 60 rounds of ammunition, and four-out-of-four bomb hits on a 45-foot-square target.

Fighting Two continued to operate from *Lexington*, usually spending part of each year at NAS San Diego. Naval aviation was moving ahead. In June 1934, the 13,000-ton USS *Ranger* (CV 4) joined the Fleet. Three years later another carrier—the 19,000-ton USS *Yorktown* (CV 5)—hoisted her commission pennant. She was followed early in 1938 by a sister ship, USS *Enterprise* (CV 6). Two years later USS *Wasp* (CV 7) was added to the growing fleet of flattops. Near the end of 1939 the Navy got its first single-wing fighter, the F2A Brewster *Buffalo*. Other new metal-skin planes began to zoom over the Fleet—torpedo planes and dive bombers. Fighting Two's personnel changed, but its performance remained the same—outstanding.

When Lieutenant Commander (now Rear Admiral) Apollo Soucek, USN, was skipper of the squadron in 1937, almost every pilot was individually qualified for the Navy "E."

Even old timers who had been flying with the squadron for years remained as enthusiastic as the newcomers. "I recall once when one of the enlisted pilots, Leon Finney, ACMM(AP), USN, had all his teeth pulled just before we got underway for a cruise," relates Rear Admiral Soucek. "For some reason the dentist was unable to get him fitted with a set of false plates before we sailed, and Finney, of course, wouldn't think of staying behind. He bought himself a meat grinder and carefully ground up all his meals during the cruise."

In 1939, when Lieutenant Commander (now Rear Admiral) L. A. Moebus, USN, was CO of Fighting Two, almost every pilot in the outfit could call the arresting gear wire they intended to engage as they came in for carrier landings. "Morale was extremely high, particularly among the enlisted pilots," states Rear Admiral Moebus. "Once at a squadron party, one of the AP's wives told me they flew as much at home as they did during working hours—re-flying each approach and each operation endlessly with their hands. One young wife, finally bored with all this, had a squadron metalsmith make small metal planes which could be attached to the

fingers with a clip. This allowed her husband and his shipmates to render more realism in the hand maneuvers they went through each night."

Lieutenant Commander (now Rear Admiral) H. S. Duckworth, USN, took command of Fighting Two in the spring of 1940. Later that year the squadron flew to Pensacola and turned over their planes in exchange for the new F2A Brewster fighters. All 18 of Fighting Two's old planes were stamped with the mark of distinction—the Navy "E"—on their fuselages. It was the first time in naval history that all 18 of a squadron's planes had been qualified for the "E."

Earlier, in 1939, when Lieutenant Commander (now Captain) T. J. Hedding, USN, was in command, the squadron had experimented with two-plane section tactical units in place of the conventional three-plane section. Upon Lieutenant Commander Duckworth's arrival he welcomed the change with enthusiasm, adding one slight innovation, "stepping down" the formation—flying the wingman below the leader rather than above. This allowed the leader practically unlimited maneuverability without signals and without crowding his wingman. (The "no signals" was objected to for awhile.) Eventually this formation was adopted by all fighters throughout the Navy.

5

War came, and a short time later *Lexington* was prowling the Southwest Pacific, her planes lashing out at the forward elements of Japanese forces creeping toward Australia. Along with other *Lex* squadrons, Fighting Two got its licks in.

But by then Fighting Two had almost lost its identity as the "AP Squadron." Squadron planes still carried the famous insignia of Fighting Two—a chief's rating badge on a shield, emblazoned with the Latin word "Adorimini" (Up and At 'Em)—but most of the old timers were gone. Earlier, on 8 Feb 1942, just before *Lex* got underway for the Southwest Pacific, nearly all of Fighting Two's hashmarked pilots had been transferred to the States for duty as instructors. Sometime before it was found the average age of Fighting Two's enlisted pilots was 39, and now the Navy was in dire need of experienced aviators to teach the hordes of youngsters pouring into flight training centers. Later, many of Fighting Two's old-timers were to tangle with Jap pilots in Pacific skies, but as members of other squadrons. Almost all of them eventually were commissioned.

When *Lady Lex* squared-off against the Jap carriers in the Coral Sea, there was only one veteran Fighting Two enlisted pilot left with the squadron. He was Paul G. Baker, ACMM(NAP), USN, who by then had been commissioned as a temporary lieutenant (junior grade). When he tangled with Jap fighters in the great Coral Sea carrier battle, Baker demonstrated the skill and aggressiveness that had long been associated with the "AP Squadron." He shot down three enemy planes and carried a fourth with him, colliding with a Jap Zero in midair and crashing into the sea in flames. He was awarded the Navy Cross, posthumously.

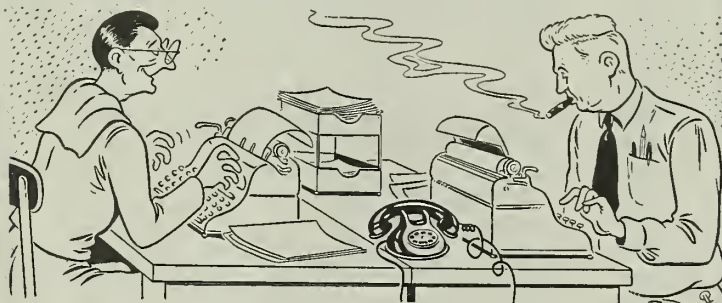
When the gallant *Lexington* sank beneath the waters of the Coral Sea, it also ended the career of Fighting Two. Its survivors never flew again as a unit, and some months later Lieutenant Commander (now Captain) Paul H. Ramsey, USN, Fighting Two's last CO, decommissioned the squadron at NAS San Diego.

TAFFRAIL TALK

IF YOU STAY in the Navy long enough you'll run into the same old faces, ships and places. That's been the case with Harvey H. Mitchell, JO1, USNR, a new ALL HANDS staff writer. Mitchell now finds himself located in an office adjacent to a building where, some 30 years ago, he served as a radio operator for Navy's main radio station, NAA, Arlington, Va.

Mitchell's naval career has been full of coincidences. In World War I he served in *uss Borie* (DD 215). He returned to civilian life, but was back in the Navy in World War II, this time serving in a destroyer named after his old ship, *uss Borie* (DD 704). On the new *Borie* he ran into one of his old shipmates, a guy named Smith, and they immediately recognized each other—after a lapse of a quarter of a century.

In civilian life Mitchell has operated his own weekly newspapers. As a Naval Reservist he volunteered for active duty and is now representing his family in the Armed Services since his son, a major in the Army, was killed in the Korean fighting.



When Bill Miller, QMC, USN, another new writer on the ALL HANDS staff, received his orders to this duty, his ship, *uss William C. Lawe* (DD 763), had just pulled into the port of Piraeus, Greece, and he was celebrating the end of his first decade in the Navy, practically all of which has been duty afloat. It took him six weeks and nearly 6,000 miles to comply with his orders.

Except for a year ashore, when he served as an NROTC instructor at the University of North Carolina, Miller has been a sea-going sailor. On 7 Dec 1941 he was at Pearl Harbor on board *uss Castor* (AKS 1), loaded with ammunition and 500-pound aviation bombs. *Castor* went unscathed, but accounted for one of the first Japanese planes to be downed in World War II.

Even before reporting here, Miller was well known to ALL HANDS, having been a contributor to the magazine on all types of salty subjects since 1945. He comes, strangely enough, from a little town in New York called Sea Breeze.

* * *

After more than a year in production, the story of fabulous "Fighting Two" is finally in print (pp. 59-63). It took that long to sift through documents in the National Archives, interview or correspond with former members, and to write the piece.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: With many vital controls at his fingertips, an operator stands in front of an electric power control panel on board USS *Coral Sea* (CVB 43).



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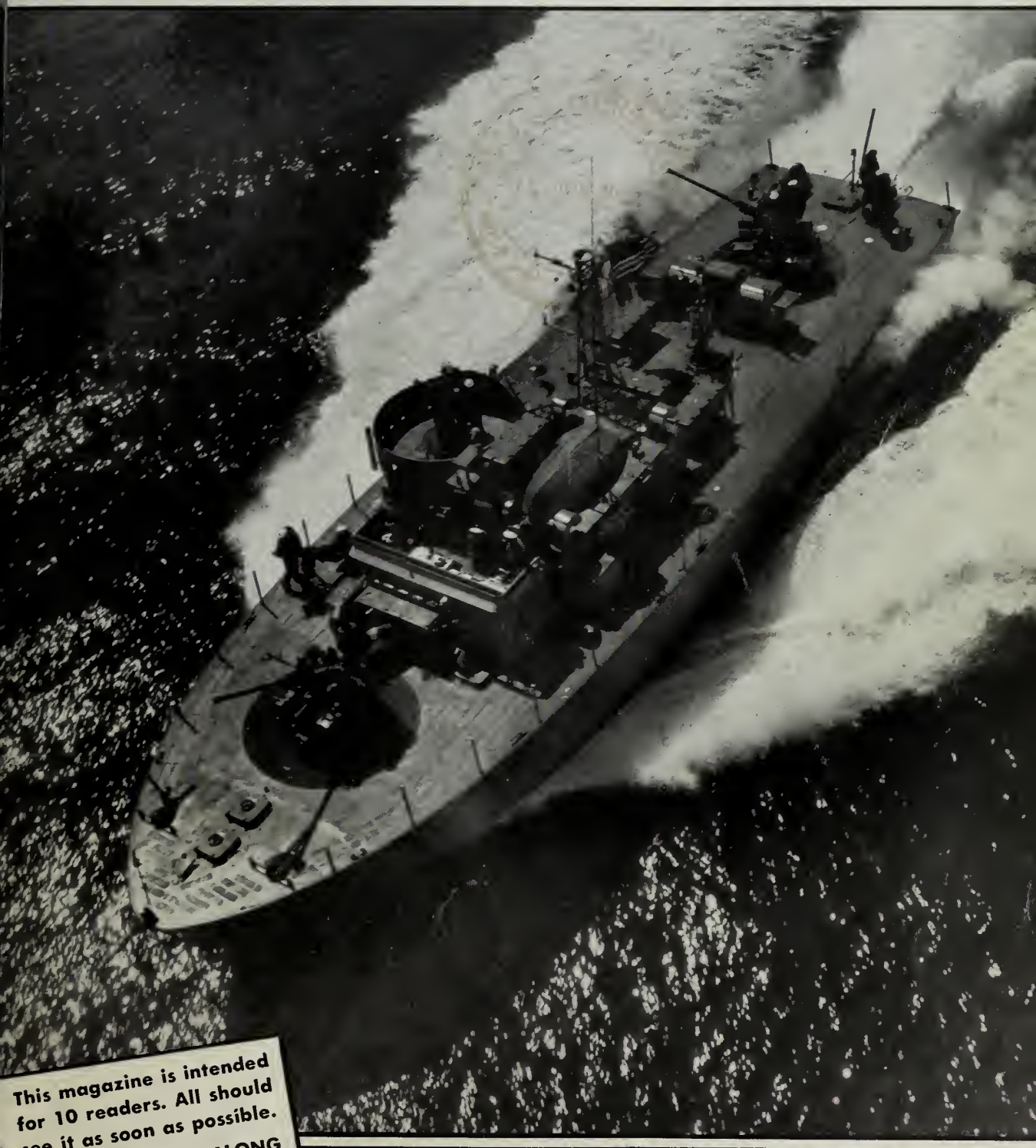
**"DEFENDERS
OF
FREEDOM"**



**ARMED FORCES DAY
19 MAY**

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

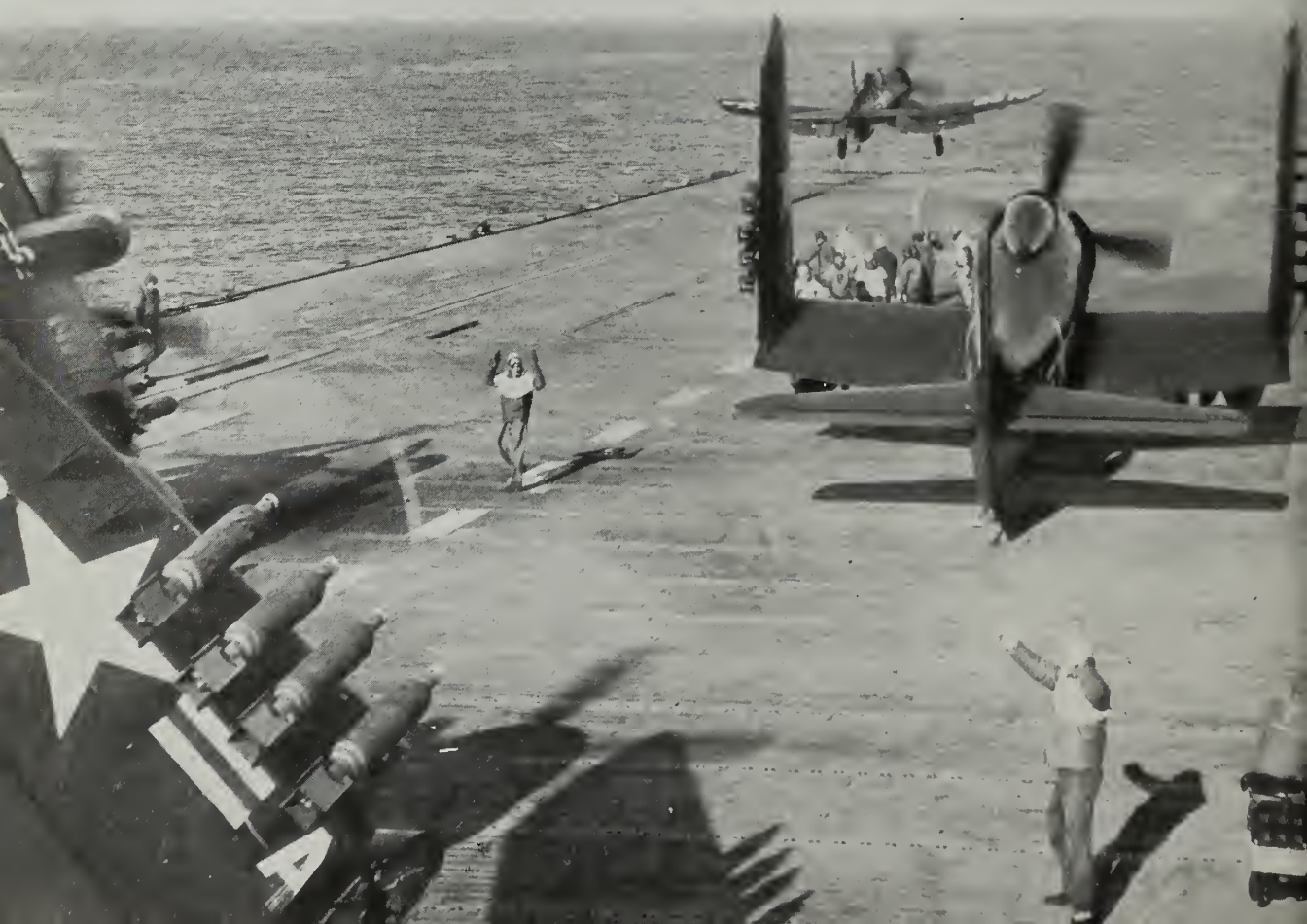


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see it as soon as possible.
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JUNE 1951

RAIDING THE REDS



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JUNE 1951

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NUMBER 412

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• FRONT COVER: As the Navy demonstrates its new PT boat, USS PT 810 makes a high-speed run in Chesapeake Bay with her crew at general quarters stations.

• AT LEFT: Powerful catapults flush with the deck of the aircraft carrier USS Boxer (CV 21) fling Corsair fighters, armed to the teeth, against enemy troops, bridges and supplies, back of the lines in North Korea.

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated.

CNO Reviews Navy's Progress and Growth

Editor's Note—In his first public address after his appointment as Chief of Naval Operations a year and a half ago, Admiral Forrest P. Sherman, usn, spoke before the Naval Academy midshipmen on the "future of the Navy." This speech had the effect of checking many erroneous impressions both outside and within the naval establishment. It effectively boosted morale in a "period of adversity." Far from being outmoded, Admiral Sherman stated, the Navy was on the threshold of a new and glorious future.

Now, again addressing the Naval Academy, Admiral Sherman reviews the progress and growth of the Navy during the past eighteen months.

Because of its widespread application and value to the entire naval organization, his speech is reprinted in ALL HANDS, with only those parts deleted which are of particular interest or reference only to Naval Academy midshipmen.

LESS THAN eighteen months ago I talked about the Navy of the future. There were those, at that time, who were apprehensive that there might be no future, either for the Navy or in it. We were, in December 1949, passing through a period of adversity.

I assured you then of the continuing challenge to perfect yourselves in preparation for the requirements of the naval profession in peace and in war. I did not know just how prophetically I was speaking. Since that occasion, events have moved swiftly and dramatically. Within six months afterward, Communist assaults upon human liberties in Asia required us not only to expand greatly our active Fleet but actually to conduct sustained active combat operations in the seas surrounding Korea.

Additionally, ever-mounting threats to our national security have become evident in Southeast Asia, in the Middle East, and in Europe. It is obvious to you that all four of these danger areas from Korea westward to the Mediterranean, are of naval interest and are potential areas of naval responsibility. That there may be such danger areas for years to come must be the basis of our plans—as a nation, as a service and for us in this uniform as individuals.

For emphasis permit me to say again that "the young men in the Navy today face a greater challenge, and are confronted by greater opportunities, than any of their predecessors in the indispensable service whose uniform we wear." Last summer it was again demonstrated that the naval service is in fact indispensable. If we had not had a Fleet, with a solid core of men and ships in a state of instant combat readiness, and with the ability to expand quickly, Korea would today be a nation totally enslaved.

The President could scarcely have made the historic decision to stamp upon the first sparks that threatened

rapid transition from the cold war to a world conflagration, without confidence that the Navy was ready. It was ready, within the limitations imposed upon it, and it had the resources in reserve to meet any increase in the task assigned.

The task assumed by the United Nations in Korea very quickly assumed a magnitude far in excess of the original expectation. The task of the Navy grew in proportion.

Since the beginning, in constantly increasing strength and effectiveness, naval aircraft have ranged across the peninsula wherever needed to support our hard-pressed troops. Our ships have blockaded the coast and interdicted the coastal highways. The guns of the Fleet have controlled the coastal areas wherever required.

Troops, aircraft, equipment and supplies had to be delivered quickly by sea. Some went in amphibious ships, transports, and airplanes. Some went in small aircraft carriers. Some went in naval transport aircraft.

The record breaking run across the Pacific by the *USS Boxer* brought badly-needed aircraft to augment the squadrons of the U.S. Air Force.

In the first week of August, the United States Marines entered the battle both on land and with Marine squadrons based afloat. In mid-September an amphibious operation broke the North Korean aggressor. Since November, we have been fighting the Chinese Communist aggressor.

There is no need for me to recapitulate further the magnificent share of the Korean conflict borne by our sailors and marines, and still being borne with characteristic courage and inspiring morale. In the ten months of fighting, the combat effectiveness of the Navy and Marine Corps have been reaffirmed. Our country has been reassured that the normal tendency for morale and discipline to deteriorate after a great war has been prevented by effective naval leadership—the devoted leadership of officers—from ensigns to flag officers—and of our ever-dependable and always indispensable chief petty officers. If you have not already learned the fact, it will become clear to you soon after you acquire your first stripe, that a seasoned petty officer can be the ensign's best friend and staunchest supporter.

When our small Fleet was called upon last June to join the fighting against aggression in Korea, it was Navy teamwork, an all-hands effort, that provided the zeal, the courage, the enthusiasm and the will to win which have ever been traditional in our service. These qualities augmented and sustained by the need to give every effort in support of the hard-pressed soldiers ashore, resulted in new and higher standards of sustained effort in the fighting ships off the Korean coast.

We can all, with justification, feel proud of the Navy of 1950 and 1951 just as we were of the magnificent Fleet of 1945. The Navy met with distinction a threat and a challenge when its fortunes were at a very low ebb, and responded with such energy, courage and capacity as to inspire succeeding generations in the Navy.

More was proved than just human zeal and courage. The prudent foresight of Admirals King and Nimitz,



ADM Forrest P. Sherman

and the zealous care with which we had safeguarded our ships was demonstrated as ship after ship was taken out of the Reserve Fleet and sent out to fight again, or to strengthen the Fleets in other seas.

Since the end of June of last year, we have increased the large carriers in active service from seven to 12, small carriers from eight to 13, battleships from one to three, cruisers from 13 to 15, destroyers and other escort types from 146 to 237. We have added eight submarines to our Fleet of 70, and there will be 30 more before very long. Increases in the next few months will bring the strength of our forces afloat to 12 large carriers and 15 smaller ones, 19 cruisers, 250 destroyers and 100 submarines, with a proportionate strength in amphibious craft, mincraft, and auxiliaries.

Nearly all these will be ships from the Reserve Fleet, modernized in many aspects. Additionally, Congress has authorized the building of 500,000 tons of new naval vessels which with the conversion program that is making our carrier and anti-submarine forces more powerful, will add greatly to the offensive power of the Fleet.

These increases in Fleet strength are the naval part of a program designed not only to speed the Korean conflict to a successful conclusion but to create forces strong enough to deter further aggression. Our purpose is, as you know, to be so well prepared to inflict swift and devastating retaliation upon any nation which attacks us as to discourage any spreading of the current conflict or any direct initiation of a third world war.

I may seem to have reverted to ships and equipment rather than the men. Ships and their armament are, after all, decisive instruments only to the degree to which they are skillfully employed. A Navy of nearly a million men, which we shall soon have, is no more significant than a Navy of much smaller size unless those men excel both in spirit and skill.

Let us never forget the initial achievement of our Fleet off Korea in the trying days of last summer. Most of the ships were shorthanded, and their crews—especially flight deck crews—were greatly overworked, but all hands exhibited a forthright determination to keep the ships cruising and operating in all weather. Thus they were able to perform every task assigned, and simultaneously to continue training at sea and improvement in battle efficiency under conditions of stark reality.

Morale increased under the stress of battle. The lowering of a boat at sea was no longer a monotonous exercise; it was the saving of a downed aviator or the search for a hidden mine. Live ammunition replaced dummies in loading drills and as one captain put it, "the rate of fire had a definite meaning that no stop watch could define." Traditional standards of seamanship and gunnery, and competence in fleet operations achieved through the years made it possible to operate with assurance and constantly increasing efficiency.

It is interesting to note that at this time the Fleet in the Mediterranean is deployed to deter aggression. Off Korea our ships are engaged in resisting open aggression. Off Formosa they are engaged in preventing the spreading of aggression. Thus we demonstrate the varied uses of Fleets in preserving our national security.

I cannot too strongly emphasize the part played in all

these operations,—and to be played in the tasks which lie ahead for all of us,—by tradition, standards, character, leadership, morale and discipline. It is important that you give serious thoughts to these fundamentals of command responsibility which must be yours if you are to become a success in your career as one of the country's military leaders.

You will sometimes wonder where and how you can find an opportunity for success in such a vast organization, with so many senior to you. Thirty-seven years ago, I thought about the same problem. I remember very distinctly my chagrin at arriving in the Mediterranean in 1917 as the youngest officer in the oldest ship—a veteran of the War with Spain—which had proceeded across the Atlantic under full steam and with her two sails set. In retrospect I am proud of that experience. My last duty in the Mediterranean was as a Fleet commander, incidentally the oldest officer in the newest and most powerful ship of her class. On balance, the relatively carefree life of a junior officer in 1917 had many advantages.

I am well aware of the proportion of your time and effort which must be devoted to mastering technical matters—matters which have to do with the mechanisms and use of ships, airplanes and naval equipment. Certainly you must understand and be prepared to care for and use naval material and to perform duties at sea.

However, never forget that a sea officer is primarily a leader of men—that the naval leaders who have won the greatest battles had not only supreme confidence in their own professional skill and ability, but also had mutual trust and confidence as between themselves and their associates—both their seniors and their juniors.

Remember always that you must know your men as individuals, and that your men must feel that you do know them. Foremost in every man's heart is the desire to be known, to be appreciated and understood, to be an individual recognized as your shipmate or your comrade-in-arms, on a basis of mutual respect and mutual confidence.

What is true of your duty afloat applies equally well to whatever shore assignments you may be called upon to fill. You will spend nearly half of your career on dry land. The increasing complexity of naval science alone has produced the necessity of maintaining great technical laboratories for research, experiment, and development in every field and element of naval warfare, underwater, on the surface and in the air.

We cannot even foresee what radical changes the next ten or twenty years will produce in the areas of electronics, nuclear fission and other sciences we have barely begun to understand.

The Navy is pressing its research and development program. Great progress has been achieved in such new areas as guided missiles, automatic equipment to enable the pilots of the newer faster jet aircraft to find, recognize, track and destroy a target, and in atomic propulsion for ships.

I could recount many other examples to show how wide is the opportunity for service and for progress in the Navy. The physical horizons of the Navy are as wide as the world. Its mental horizons have no limits at all.

Let me assure you that in our great Navy there

Reserve Program for Personnel and Ships Pays Off

The Navy's system of mothballing ships, coupled with its well-oiled Reserve program, is paying big dividends in this crucial period of naval and military expansion. In one year after the beginning of the Korean conflict, the Navy has grown 75 per cent stronger, its personnel have increased 85 per cent.

At the end of World War II, much of the Fleet was mothballed—transferred to the Reserve Fleet—at very low cost in materials. Cost for mothballing an *Essex*-class carrier, for example, was about \$100,000. This is little enough when compared to the cost of a new carrier.

Since the Korean outbreak, the Navy has been able to get these inactive carriers and battleships ready for sea in four to eight weeks. Battleships have been tripled, the number of destroyers and destroyer escorts has been increased by about 40 per cent and its aircraft carriers by more than 35 per cent. Similarly, cruiser strength has been upped 58 per cent, submarines 12 per cent and the number of auxiliary craft—such as LSTs and LCTs—has more than doubled.

This time last year, the Navy had personnel totaling 381,000 on duty—not including the Marine Corps. This month it will have approximately 705,000 in uniform and by 30 June 1952 another 95,000 will have been added.

Between 1 July 1950 and 1 March 1951, 230,000 officers and men were added to the Navy. Half of these were Reservists. Seventy per cent of these Reservists were on duty with the operating fleets

by 1 March and another 15 per cent were assigned to overseas bases. By utilizing its pool of inactive Reservists, the Navy has ready access—if necessary—to a source of personnel to man the ships.

Here are some facts pointing-up the value of the Navy's Fleet-in-mothballs and reactivation programs, which illustrates their value to the Navy and the nation from the standpoint of time, money, labor and readiness.

- The cost to the Navy of putting 2,036 ships in mothballs, and for maintaining them in the Reserve Fleet from 1946 through 1951, was \$213,000,000. Compare this figure with the original cost of constructing these ships—\$12,863,500,000. Replacement costs today would amount to \$26,994,500,000.

- On the basis of today's replacement costs, including the expenses of mothballing and maintenance of the Reserve Fleet, the nation has saved itself some \$13,918,000,000.

- The building of ships which were placed in the Reserve Fleet represented originally seven and one-half million man-years in terms of labor. Reactivation requires a mere fraction of that time. It takes about a month to activate a ship.

- Unzippering speed has enabled the Navy to increase its Fleet strength by over 75 per cent in a few months.

- The comparison between \$200,000,000 which it would cost to replace *uss New Jersey* and \$200,000 which it did cost to reactivate, emphasizes the real value of the mothball Fleet.

will always be a good billet in search of a good man.

No man can make his opportunity. He can only make use of such opportunities as occur. Many have retired after a career of solid achievement, but without having had any great opportunity to distinguish themselves. However, as far as I know, no naval officer has greatly distinguished himself in high command without long and faithful preparation. From the day you join your first ship, your preparation will start. Also, whether you like it or not, your professional reputation will start to accumulate.

The son of Admiral Farragut, our first Admiral, wrote about him in words that have for many years been an inspiration to me:

"The moral of Farragut's life is, that success is not accident; that the surest way to become great is by rising to the top of one's own profession, thoroughly mastering the duties of each grade as it is reached. To such a man, fame, if it comes, is but an episode; his mind is fixed solely upon the full development of his powers and the effective performance of his appropriate work. . . . The Admiral's whole life was a preparation for the brilliant victories won in an aggregate of less than six hours of actual fighting."

Let me urge that throughout your careers in the service of your country you adhere steadfastly to the simple virtues which have characterized our great naval leaders. You may find guidance in the words of Theodore Roosevelt who said:

"Let us see to it that we neither do wrong nor shrink from doing right because the right is difficult; that on the one hand we inflict no injury, and that on the other we have a due regard for the honor and the interest of our mighty nation; and that we keep unsullied the renown of the flag which beyond all others of the present time or of the ages of the past stands for confident faith in the future welfare and greatness of mankind."

I cannot more fittingly close these remarks than to reaffirm my unwavering faith that the Navy has a glorious future, that in peace and war Navy [personnel] will serve their country unselfishly, faithfully, and courageously; and will set an example to every American in the responsibilities of citizenship.

NAVY STRENGTH

	Peak 1945	30 June 1950	1 March 1951	30 June 1951**	30 June 1952**
Personnel * * *	3,405,000	381,000	610,000	705,000	800,000
Ships					
Battleships	23	1	3	3	3
Midway-class carriers	0	3	3	3	3
Essex-class carriers	20	4	9	9	9
Light carriers	8	4	5	5	5
Escort carriers	70	4	8	9	10
Cruisers	70	12	15	15	19
Destroyers & DEs	738	154	205	215	250
Submarines	244	76	76	85	100
Auxiliary and Amphibious Craft	62,182*	315	638	675	880

* Mainly small landing craft.

** Approximate.

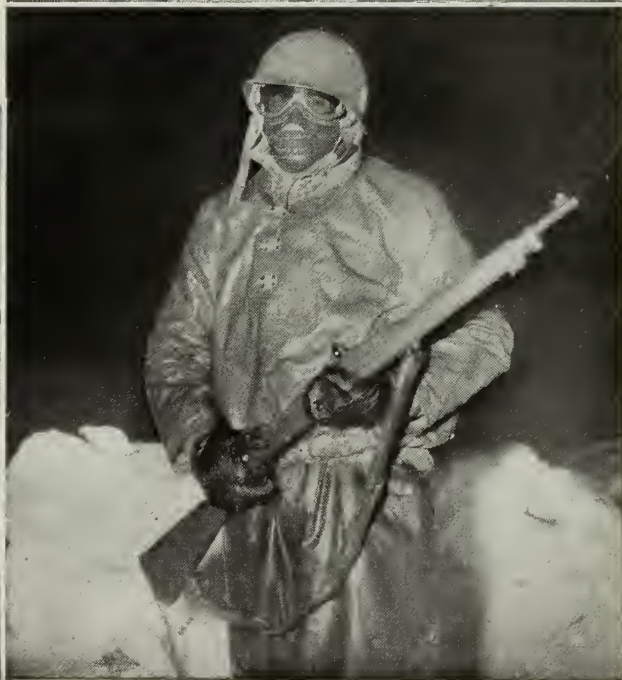
*** Exclusive of Marine Corps.



'Attack' on Alaska

TO TEST U. S. ground defenses around Kodiak, Alaska, the Army, Navy and Marine Corps held a joint exercise in below-freezing temperatures in which they successfully repelled an attack by "enemy" aggressor forces. The "aggressors," operating from a command post set up in a captured ski chalet seven miles from the Kodiak naval base, put up a stiff fight until they were finally subdued.

Upper left: Two marines take prisoner the commander of the opposing "aggressor" force. Upper right: An "aggressor" gunner operates weapon, with blank cartridges. Right center: Navy platoon moves up to the "front." Lower right: Warm protective clothing like this was needed in the icy rain, sleet and snow, Lower left: A radio message is received at "aggressor's" command post.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **ENLISTMENT OF ALIENS**—Recent queries have been forwarded to BuPers concerning the enlistment of aliens or non-citizens in the Navy.

Only citizens of the United States, native born or fully naturalized or natives of its insular possessions, are eligible for enlistment or reenlistment in the U.S. naval service.

• **MEDAL PRECEDENCE**—Precedence of the Korean Service Medal has been determined by the Navy, placing the medal immediately following the China Service Medal awarded for service subsequent to 2 Sept 1945.

Requirements of eligibility for the Korean Service Medal were announced in ALL HANDS, April 1951, page 8. Since then SecNav has authorized Commander, Naval Forces, Far East, to determine eligibility of units outside the Korean area on the basis of direct support of the military effort in Korea. This list, after it has been approved by the Chief of Naval Operations, will be published and incorporated as NavPers 15790, "Decorations, Medals, Ribbons, and Badges of the U.S. Navy, Marine Corps and Coast Guard."

Individuals enroute in the Korean area in a purely passenger status, such as an observer, visitor, courier or escort, are not eligible for the Korean Service Medal, unless they or their transport are attacked by or

Navy-Wide PO Exams To Be Held in July

A reminder: Navy-wide competitive examinations for advancement to first, second and third class petty officer rates are being held in July.

• For pay grade E-4—10 July 1951

• For pay grade E-5—17 July 1951

• For pay grade E-6—24 July 1951

Additional information will be found in BuPers Circ. Ltr. 23-51 (NDB, 15 Feb 1951) and ALL HANDS, April 1951, p. 43.

engaged in combat with the enemy. However, patients in a hospital ship shall be considered as attached to the ship and not in a passenger status.

• **RETIRED OFFICERS**—A limited number of younger retired officers who volunteer for active duty and who have special qualifications are being ordered into active service.

BuPers has clarified the policy currently in force which governs the ordering to active service of retired officers. No retired officers are being involuntarily ordered to active duty. In general, officers retired for physical reasons, or who are more than 51 years of age, are not being so ordered.

• **PERSONAL DATA**—To prevent the release of incorrect or outdated information, officers on active duty are advised to keep their Officers' Biography Sheets (NavPers 979) current. Those who have never submitted this form are urged to do so without delay. Information should be sent to Chief of Naval Personnel (Attn: Pers-E221).

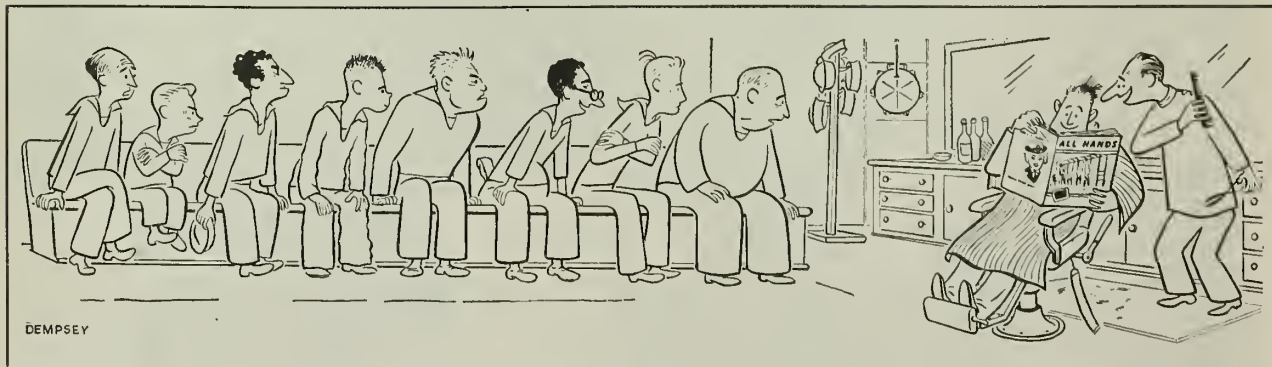
BuPers Circ. Ltr. 37-51 (NDB, 15 Mar 1951) also states that personal photographs should be submitted. Resubmission of photos, however, may be made at the discretion of the individual.

• **INFORMATION SCHOOL**—Convening dates for summer and autumn classes at the Armed Forces Information School, Fort Slocum, N. Y., are tentatively set as follows: Six-week courses—6 June, 25 July and 19 September; eight-week courses—6 June, 15 August and 24 October.

Three different six-week courses will convene on each of the three first-mentioned dates. They are the information and education course for officers, the information and education course for enlisted personnel, and the Pub Info course for EMs.

The eight-week course is a public information course for officers.

Regulations and information concerning the Armed Forces Information School are contained in BuPers Circ. Ltr. 120-49 (AS&SL, July-December 1949). While most facts concerning the school are unchanged, the following revisions should be noted: The officers' public information course is shorter than before, and the school is no longer located at Carlisle Barracks, Pa. Also, a new "Pers-number" should now be used when submitting requests to the Chief of Naval Personnel. It's now Pers-C1221 instead of Pers-4221.



PASS THIS COPY ALONG—Remember, you and the barber are only two of the 10 persons who should read this copy.

Evening Dress Uniform Continues as Optional

Officers of the rank of commander and above will not be required to have an evening dress uniform on 1 Oct 1951, according to BuPers Circ. Ltr. No. 43-51 (NDB, 31 Mar 1951).

A previous directive had established that date for mandatory possession of the uniform by officers of the rank of commander and above, except Reserve and temporary officers.

The evening dress uniform will continue to be an optional uniform. At some later date, however, mandatory possession requirements will be established.

• **RED CROSS AID**—Sailors faced with family emergencies that may require their presence at home can call on the Red Cross to help them.

If a man wants more information on conditions at home—perhaps his wife has been hospitalized and he wants to know if she really is “doing fine”—he can contact either the Red Cross field director at his station or the nearest Red Cross office.

Or, take the case of a man at sea in the Korean area. He would tell his CO about the situation and his CO would then contact the Red Cross field director at the nearest port, if within communication distance, or the National Headquarters, American Red Cross.

In either instance, a dispatch would be sent to the sailor's home town Red Cross Chapter and a report would be sent to the sailor or his CO. Such action often relieves the man of undue anxiety and enables him to decide whether he should apply for emergency leave.

If the situation at home involves emergency leave, the serviceman, his family, or the Navy may ask the Red Cross to submit a report on the emergency. The Red Cross wires the report to the sailor's ship or station, where it is transmitted to the man's commanding officer by the field director. The CO then decides whether or not emergency leave can be granted.

This service is especially valuable when the sailor has used up all of his leave and the question of granting emergency leave in excess of his allotted leave arises.

• QUEEN ALLOTMENT—Enlisted

personnel will be hearing more and more about “Q” or “Queen” allotments as a result of the Dependents Assistance Act of 1950, Public Law 771, 81st Congress.

This act established new basic quarters allowances applicable to all enlisted personnel with dependents. The new BAQ is credited to the pay account of an enlisted person who claims a dependent by making application at his duty station. He must substantiate his claim, however, by registering an allotment—the “Q” or “Queen” allotment—in behalf of the dependent. The allotment check is for a sum equal to the amount of the enlisted person's quarters allowance plus a minimum contribution from his basic pay.

If an enlisted member has a legal dependent but refuses or fails to submit a claim for that dependent, the dependent may notify the Chief of Navy Personnel, showing proof of dependency status. Consideration will then be given to the dependent's entitlement to a monthly allotment. If the claim is found valid, SecNav may direct payment of allowance for quarters and payment of an allotment—with or without the consent of the serviceman concerned.

• **FINANCIAL STATEMENTS**—Revised forms for the monthly financial statements of commissioned officers' and warrant officers' messes, CPO messes and enlisted men's clubs ashore are now available and are to be used as soon as they are obtained from District Publications and Printing Offices—in all cases by 1 July. All old-type forms are to be discarded by that date, according to BuPers Circ. Ltr. 51-51 (NDB, 15 Apr 1951).

The first printing of the revised forms, NavPers 2191 and 2192 (Rev. 2-51) was corrected by “errata sheets” furnished with all shipments of forms. Corrections were made before the second printing, designated NavPers 2191 and 2192 (Rev. 4-51).

Enlisted men's clubs that are merely resale activities operated under the Navy Exchange system need not file the monthly financial statements. All EM clubs having income from sales, admissions, game nights, vending machines, amusement devices or other sources must submit these statements.

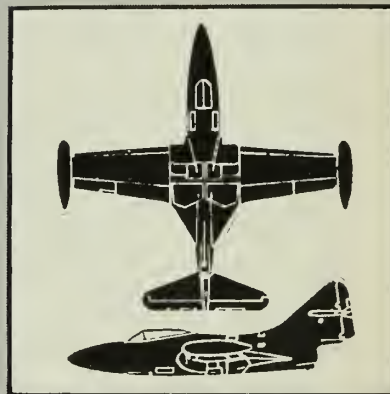
QUIZ AWEIGH

In the spring a young sailor's fancy turns to thoughts of practically anything but quizzes. It shouldn't take long, however, to breeze through this one.



(1) The specialty mark at the left is worn on the rating badges of (a) librarians (b) printers (c) chaplain's assistants.

(2) Wearers of the mark at the right are (a) communication technicians (b) telemen (c) radio yeomen.



(3) These Navy aircraft silhouettes identify a (a) Tigercat (b) Bearcat (c) Panther.

(4) The plane is an (a) F9F-2 fighter (b) AM-1 attack (c) P2V patrol.



(5) These men are loading (a) blood plasma tanks (b) fire extinguishers (c) rockets.

(6) The vessel on which this scene is taking place is an LCM, which initials stand for (a) landing craft medical (b) landing craft mechanized (c) landing craft medium.

ANSWERS TO QUIZ ON PAGE 53



INSTRUCTING a seaman how to register for a package at the Fleet Post Office at Pearl Harbor, T.H., Eugene Madsen, TE2, indicates the familiar dotted line.

DELIVERING MAIL is a tough job when a good share of the recipients are just a-passin' through, say the men who work at the Navy's Fleet Post Office, Pearl Harbor, T.H.

But what is really rough is to go through a day's mountain of mail without finding anything with your own name on it. "It seems like I could find one letter for myself out of 3,500 pounds of mail," mourned one young sailor. "But," he contin-

ued, "it's good duty, working as a postal clerk." And, of course, he gets his share of mail. It just seems like less, compared to the masses of it that go through his hands.

Before going any further, let's clarify one point: The Fleet Post Office at Pearl Harbor isn't to be confused with the one at San Francisco or the one in New York City which are primarily liaison offices with the postmasters of the respective cities. The mail is not processed in either the Fleet Post Office San Francisco or the Fleet Post Office New York but is handled by the military section of the city post office.

Fleet Post Office Pearl Harbor not only maintains liaison with the other local post offices but processes and dispatches all incoming and outgoing mail to and from naval units in the area as well as other Navy post offices and ships in the Pacific. In addition to the distribution and dispatch of mail, Fleet Post Office Pearl Harbor also provides money order, stamp, registry and insured service.

Like many other Navy post offices, the Fleet Post Office at Pearl handles an amazing amount of mail. In order to keep the letters moving and insure best utilization of all possible transportation it is necessary to operate 24 hours a day, seven days a week.

According to Pearl postal men, it isn't the quantity that gives them a struggle, it's the mobility. It isn't the

They See That Yo

job of handling and sorting the daily tonnage; it's the problem of keeping up with the units and men that are to receive it.

The lieutenant in charge of FPO Pearl Harbor, says that his organization operates much the same as any post office in the U.S. except for the added job of tracing transients. Most of the sailors working there were once civilian mail clerks. One teleman first class, USNR, was employed at a stateside post office for 27 years.

The mail load that comes into Pearl Harbor varies with flying conditions and ships' schedules. However, the daily average reaches a figure of nearly seven tons. Magazines and packages made up a goodly portion of this mass. But letters—tied in bundles of approximately a pound each—constitute a fair share of it too, and require the most work per pound.

"There never is an end to the flow of mail," says the officer in charge. "Our primary consideration is to serve the Fleet and to move the mail along as swiftly as possible to the respective ships and units. We also serve the vessels of other U.N. navies operating in this vicinity."

"We also work in conjunction with the Honolulu post office and Army



LOCATING a ship's position, Carl Ryan, TE1, will now place a letter in its correct slot to reach its destination.



DISPATCHING mail, A. Y. Jones, TEC, who is in charge of the section, checks the weight of an outgoing sack.

Get Your Mail

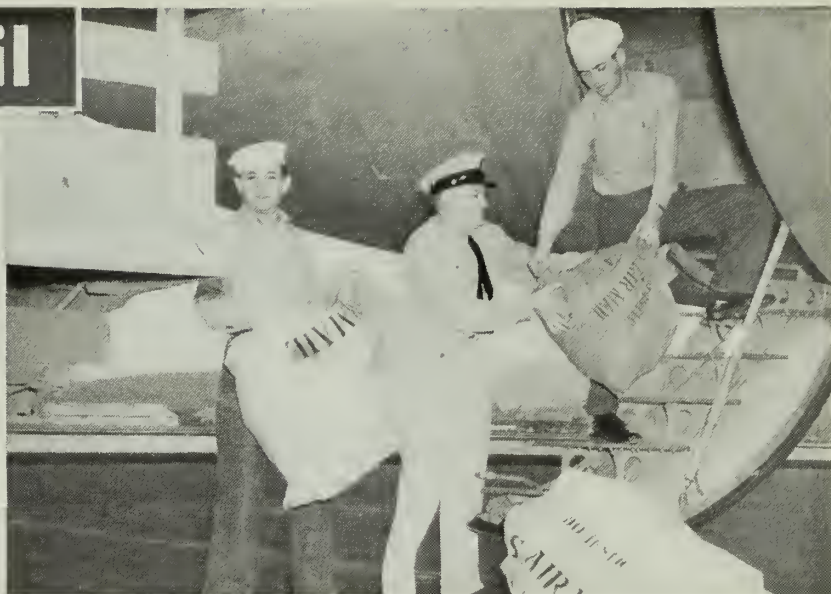
post offices here to expedite delivery," said the officer in charge. "Through this cooperation, mail between Honolulu and the military services in this area moves more swiftly than it would otherwise."

The men in the Pearl Harbor Fleet Post Office are proud of the work they are doing. They will readily tell a visitor of the efficiency of their office and of how little mail is returned to sender as undeliverable. Their worst headaches are caused by personnel failing to leave a forwarding address or instructions when transferred, and by mail improperly addressed. An average of 100 letters a day are received which are undeliverable and must be returned to the sender. The most common fault in these letters is the use of an incomplete or improper address. Navy mail should be addressed as follows: Name, rate, Division or Unit or Box Number (if applicable) Name of Ship or Station, Navy Number (if applicable) Fleet Post Office, San Francisco, Calif. (or Fleet Post Office, New York, N.Y.).

"Most of the Navy public," declared one of the telcmen, "doesn't realize the work involved in sorting and delivering mail. In a case of non-receipt, it's usually because the individual is careless in informing his correspondents of his correct address or fails to leave a forwarding address. We do everything in our power to get the mail delivered."

Besides its accomplishments in getting the mail through, the Pearl Harbor FPO does a huge business in insuring and registering mail and in the sale of stamps and money orders. The annual stamp sales alone run into a quarter million dollars — enough stamps to mail five million letters. Their business is increasing, FPO Pearl Harbor people say, as the military services expand to meet the current emergency.

The rapid movement of mail to the far reaches of our Navy is a matter regarded with great intensity by a great many people. And it isn't all a matter of getting those "sugar reports" on schedule, although that's important too. For instance, the monthly newsletter of the seaplane tender *uss Gardiners Bay* (AVP 39)



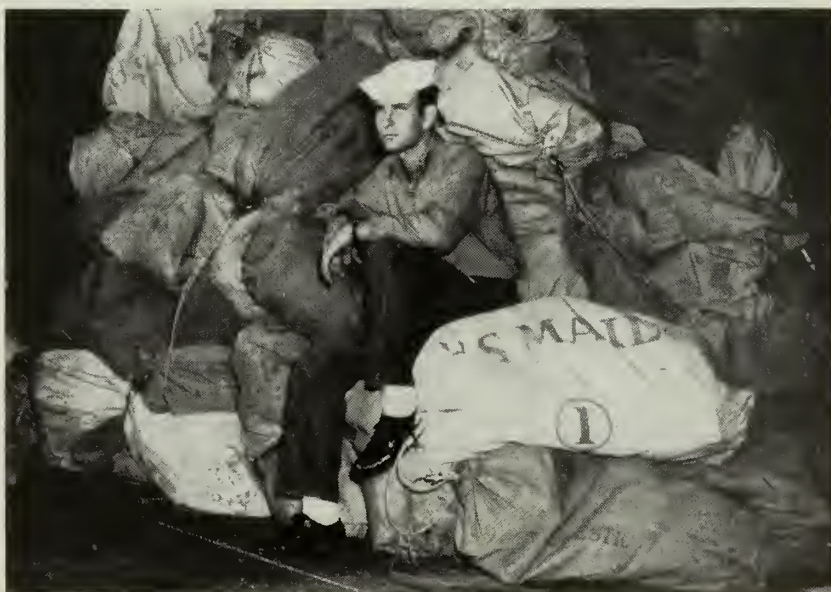
UNLOADING air mail sacks from a plane, work party reloads them into truck for transport to FPO. Bulk of such incoming mail is periodicals and packages.

tells the following tale of anxious awaiting:

"A total of 66 men competed in the January fleet-wide examinations for advancement in rating. Anxious moments were experienced when the examinations had not arrived by 9 January. We received 'a stay of execution', however, when ComFair-Japan authorized a three-day delay in holding the examinations for pay grade E-4. Fortunately, the exams arrived the evening of 11 January along with 35 sacks of mail that had trailed us for nearly a month. All

candidates for advancement in ratings are now anxiously awaiting the results of their efforts."

Navy postal clerks everywhere often have to work hard and put in long hours. At FPO Pearl Harbor they have to work hard almost all the time they're on duty. But, says the 27-year postal employee mentioned earlier, "The younger fellows here have an ideal opportunity to learn a good trade. It's an essential trade in the Navy or out of it, and carries a chance for a good job after they return to civilian life."

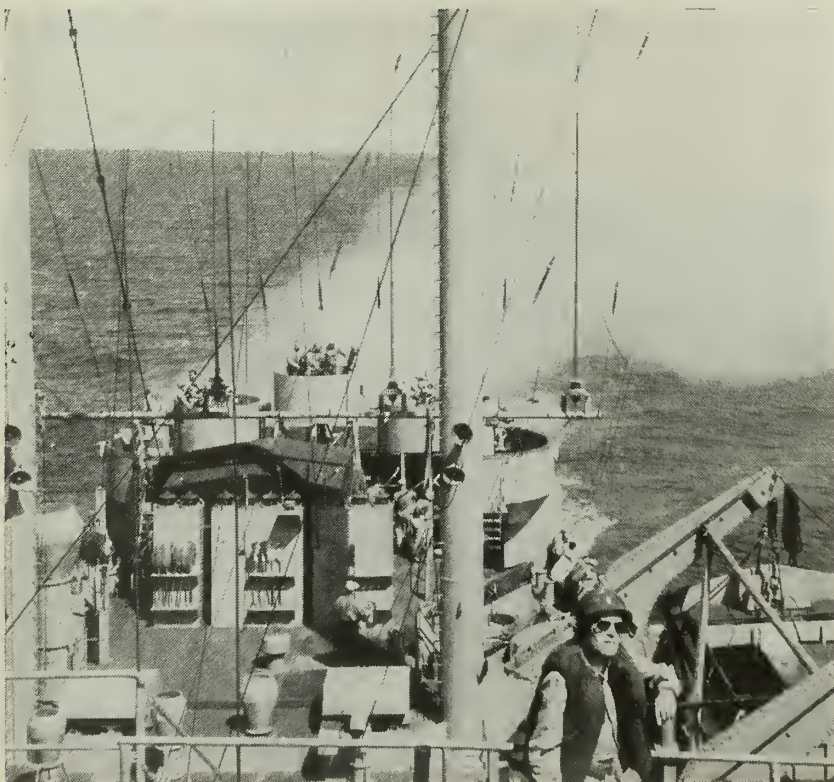


DISCONSOLATE Orlando Smith, TE3, sits atop a pile of mail which has just arrived aboard ship. Like air mail, it too will be loaded into trucks to go to FPO.



One Year of Korea

AMPHIBIOUS vessels such as these LSTs enabled allies to sweep around the enemy's flank and mount an attack.



SMOKE SCREEN is laid by command ship in practice exercises off the Korean coast. Far East action gave Navy chance to test new procedures in combat.

ONE YEAR AGO this month the 38th parallel suddenly became a front page news story when—at 4 a.m. on 25 June 1950—Communist forces from North Korea crossed the parallel in an unannounced, full-scale invasion of the Republic of Korea.

During the past 12 months, the land-sea-and-air struggle to save South Korea from being completely overrun has seen the Navy playing an important and in some ways an entirely new role in modern warfare.

While Army and Marine forces fought to slow down the first North Korean offensive in the early days, naval guns from ships at sea joined with ground artillery to put up a barrage against the enemy's front lines and rear support areas. At the same time carrier planes joined the Air Force in bombing bridges, ammunition depots, tank and truck convoys, and enemy troop concentrations.

The Inchon amphibious operation, in which the Navy played a vital part, marked the United Nations first major counter-offensive on 15

Sept 1950. Just 83 days after the 38th parallel was first crossed, a force of 262 ships, sparked by cruisers and destroyers of Task Force 77, landed 23,000 troops at Inchon on the Yellow Sea.

Another vital job in the Inchon attack was performed by the Navy's "Can Do" component—the Seabees. Members of Amphibious Construction Battalion One had the tricky assignment of getting troops ashore quickly, in a coastal area known for its strong currents and wide tide range. Carrying portable pontoons along the side of their ships, the Seabees strung up a pier and causeways in a matter of hours, keeping up the shoreward flow of men, vehicles and supplies.

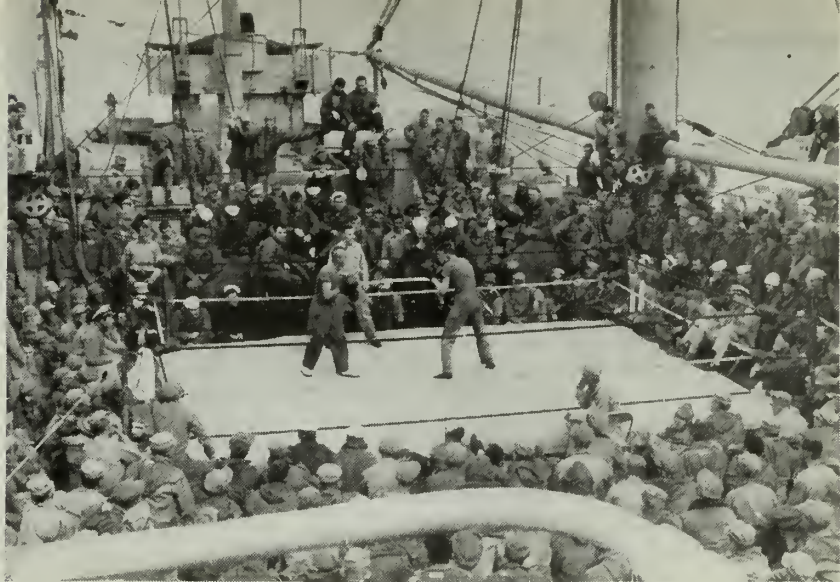
On 23 September *uss Missouri* (BB 63) celebrated its Korean debut with fireworks from her 16-inch guns aimed at Communist concentrations. *Missouri* was to lead the mobile sea-borne artillery on both sides of the Korean peninsula for months to come.

Within 15 days of the Inchon offensive, the United Nations forces had relieved the southern capital of Seoul and had driven the North Koreans back across the 38th parallel.

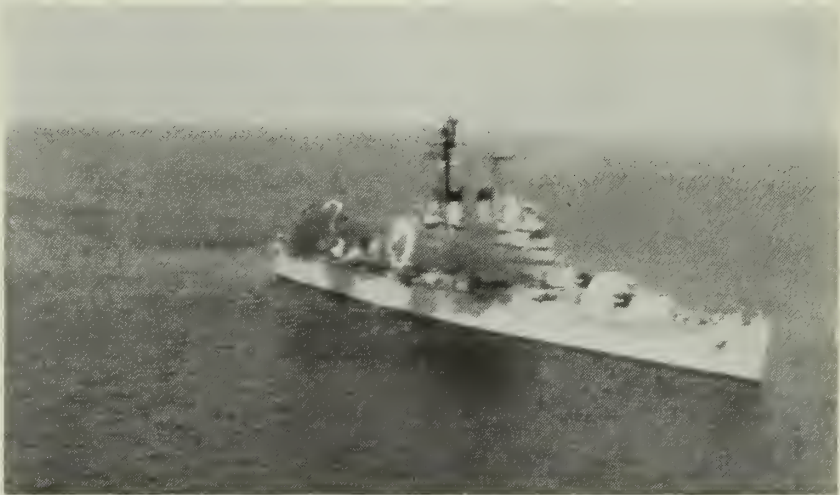
In October the U.N. team repeated its success with another amphibious landing at Wonsan—but not until after the Navy had cleared up one of the "most intensive minefields in history." The sweeping operation involved not only surface ships but naval aircraft and the Navy's underwater demolition teams. Before the Wonsan operation the UDT experts had played a big part in the Inchon offensive, performing not only in night demolition raids but in reconnaissance sorties which extended as far as 300 miles north of the front lines.

United Nations' troops fought their way to the Manchurian frontier on 21 November, but the hopes for an early end of the conflict were destroyed a few days later when the second major Communist offensive was launched. It started on November 26, with the North Koreans bolstered by 200,000 organized Communist troops from the People's Republic of China.

With their principal routes of supply cut, Marine and Army units in the Changjin Reservoir area were ordered south to Hungnam. They fought their way through numerical-



BUILD UP of forces to meet the Communist aggressor was achieved by Navy and MSTs by transporting thousands of men to Korea from Japan and U. S.



CLOSE SUPPORT of troops was furnished with pinpoint accuracy by ships like *USS Manchester* (CL 83). Below: Drive north was aided by landing at Wonsan.





TROOPS fought two enemies—the Korean winter was bitter (left) and Communists' weapons meant casualties (right).



EPIC WITHDRAWAL of First Marine Division to the sea from the Chosin Reservoir was forced by the mass attack by the Chinese Communists in November.

ly superior Communist forces for 14 bitter days and reached Hungnam for evacuation by sea.

The U.S. Navy's evacuation of American troops from Hungnam in December has been called one of the finest accomplishments of the Korean struggle, a "massive landing operation in reverse." Among other things the Hungnam evacuation pointed up the high degree of development and coordination in the field of communications.

Falling back after the Hungnam evacuation, the United Nations forces set up defenses at the southern end of the Korean peninsula, and then countered the second Communist offensive with a steady bombardment—during the first months of 1951—from Air Force, Navy and Marine planes.

While U.N. ground troops were forcing their way back up to the 38th parallel, combined naval air



END OF THE LINE—temporarily—lay at Hungnam where U. S. transports waited to take troops once more to safety.

and surface craft concentrated on round-the-clock blasting of important rail and highway arteries. The besieging forces and planes of Task Force 77 dumped tons of high explosives on both coasts, against such targets as Songjin, Chongjin, and Wonsan. Hamhung was burned. A "bridge-busting" campaign accounted for the destruction of more than 150 strategic rail and highway bridges.

On Sunday, 22 April 1951, U.N. forces had worked their way about 12 miles north of the 38th parallel. On the same day the North Koreans and Chinese Communists started their expected Spring offensive.

In this third round of the Korean contest, which is still in progress, the Communists are paying a terrific toll in men and materials.

Here are some of the achievements of the Navy since the Koreans launched their third offensive.

- The mobile seaborne artillery barrage is continuing from both coasts.

- The naval sieges of Wonsan and Songjin are breaking records for continuous attacks on land targets.

- The sea blockade has been so successful that no traffic has been operating in Korean waters since the outbreak last June.

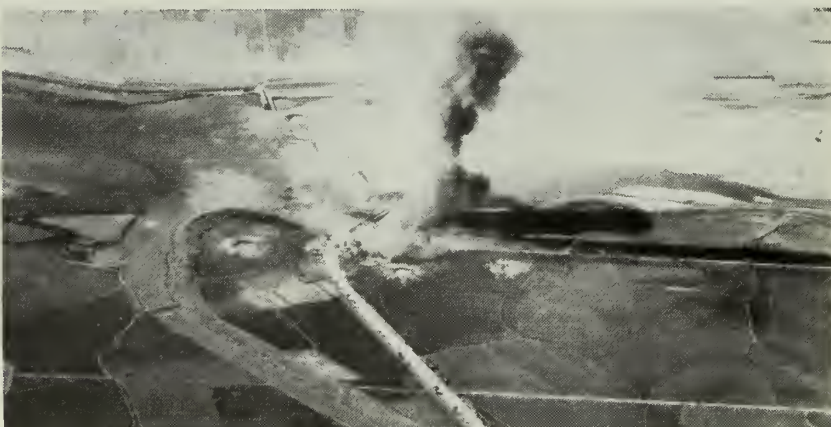
- Naval and Marine aircraft, both carrier and land-based, have added to the mounting statistics on troops and supplies destroyed during day and night sorties. By April *Philippine Sea* (CV 47) had staged her 10,000th combat landing since leaving the states last July—and her achievement is typical of that of all the carriers fighting the Communists.

- Practically every weapon known in naval warfare has found its use in the Korean conflict. Even aerial torpedoes have played their role against inland targets, when *Skyraiders* successfully launched a torpedo attack against the Hwachon Reservoir dams in east central Korea.

In the nine-nation U.N. fleet, our Regular Navy and Marine Corps are teamed up with fighting units from the peacetime civilian components. An increasing number of Reservists are helping to man a sea force which is growing daily as ships and aircraft come out of mothballs. One-fourth of the men in Navy ships and planes in the Korean theater today are Reservists, along with two-fifths of the men in the 1st Marine Division.



STRIKING POWER of naval air was demonstrated by Task Force 77 whose planes pounded targets unmercifully. *Skyraider* (above) revs up for mission.



BLASTED DAM and bridge shows the evidence of accurate run by Navy dive-bomber. Dams, bridges, railroads, locomotives and trucks are prime targets.



COMMANDO RAID—In a coordinated attack, British marines leave the *LSD Fort Marion*. Raid was a success—Tommies blew up 100 feet of railroad track.



HISTORIC SPOT where Sir Francis Drake coolly ended a game of bowls before sending his ships to sweep Spain from the seas, revisited by tars of a new age.



MUZZLE-LOADER of ancient type, adorning Armada Memorial on the Hoe, is examined by Percy Burke, SSgt, USMC, of the USS *Columbus* detachment.



Plymouth

PLYMOUTH, ENGLAND — This English Channel port, peopled by a proud seafaring citizenry which traces its ancestry back to the Domesday Book of William the Conqueror, is fast becoming a "European Norfolk" to thousands of U. S. Navymen. They call it "Home Port, Europe."

Plymouth is currently the base of operations for CinCNELM's flagship, at present *uss Mt. Olympus* (AGC 8), and has mothered hundreds of U. S. warships since the Navy first moved into the port late in 1942. The cruisers *uss Houston* (CL 81), *uss Wilkes-Barre* (CL 103), *uss Little Rock* (CL 92), *uss Spokane* (CL 120) and *uss Fresno* (CL 121), as well as scores of destroyers and tenders, have operated from the Devon port.

Although steeped in the ancient traditions of maritime England, Plymouth has one especially vital link with the young U. S. It was from this city that the Pilgrim fathers sailed in 1620 aboard the *Mayflower* for the New World. The spot from which Miles Standish and company embarked is marked by what is called the "Mayflower Stone."

From Plymouth Sound, familiar to many thousands of American sailors, Napoleon Bonaparte enviously viewed the port itself, but never entered it. From the Hoe—the city's community park—Sir Francis Drake first saw the mighty Spanish Armada when he looked up from his game of bowls. Legend has it that the Admiral said, "There's plenty of time



U. S. Navy Haven

to finish the game and beat the Spanish after."

Plymouth abounds with famous tourist meccas. One of these is its Elizabethan House, located in a street which greatly belies its own name—New Street. It dates back to the 16th Century. Another is the Royal Citadel, still in a state of perfect preservation though its first stone was laid in 1666. In the hoe itself stands Smeaton's Tower, a lighthouse removed from a reef many miles at sea and rebuilt in its present location.

A wealth of antique shops adds color to the centuries-old business districts of the city. They provide an unexhaustible source of genuine and precious souvenirs for the sailors who explore the city's streets. One of the most popular is the Round House, a stone's throw from the Mayflower Stone. In that building, on the night of 5 Sept 1620, the Pilgrim fathers were, according to an old account, "kindly entertained and courteously used by divers friends there dwelling." This was their last night in their homeland.

During the war, Luftwaffe raids on Plymouth during the Battle of Britain left a trail of destruction that will not be erased during the lifetime of the present populace. But, with the confidence of a modern-day Sir Francis Drake, the people of Plymouth are working to rebuild their city once more into one of the finest in Britain.—Kenneth Barnsdale, JO1, USN.



CURIO SHOP window offers a tempting invitation to visiting sailors. Left above: Mayflower Stone marks spot where Pilgrims embarked for New World.



CAMERA-SHY resident points out Round House where Miles Standish and his hardy group of Pilgrim colleagues spent their last night in Great Britain.



RIGGED FOR RAIN, tents hang over open holds of USS Castor (AKS 1) as ship takes on stores at Oakland, Cal.



SIGNAL GANG is kept busy at sea handling requests from other ships. Below: Storekeepers check an invoice of items distributed against ship's stock list.



THE SK2 handed another batch of requisitions across the counter. "Now under 'R', sir, we'll need four rasps, five raincoats, 16 ratguards, 25 razors, one rigging screw, 20 boxes of rubber bands, 60 bales of rags. . . ."

Sounds like some extravagant sail-or let loose in a super mail-order house, doesn't it? Such scenes, however, are an everyday occurrence onboard three ships of the Navy.

Nicknamed "sea-going department stores" these ships are carried on the books as "general stores issue ships." They are USS *Castor* (AKS 1), *Pollux* (AKS 4) and *Mercury* (AKS 20). The first two are units of the Pacific Fleet while *Mercury* operates in the Atlantic.

Stores working parties returning to their own ships from the AKSs usually tell their shipmates that they were onboard "some kind of a supply ship." As regards the *supply* part they are not far from being right; but there are several varieties of supply—more accurately *issue* ship—of which the AKS is a highly specialized sort.

It comes under the heading of Fleet issue ship, of which there are five different types. The other four types are provision ship (AF), aviation supply ship (AVS), ammunition ship (AE) and oiler (AO). A cargo ship (AK), oddly enough, does not come under the heading of Fleet

Department Stores

issue ship. This is because cargo ships are harbor-to-harbor carriers, picking up their cargo in one port and unloading all or most of it in another. On the other hand Fleet issue ships steam with the Fleet, provisioning underway, or remain in port issuing to the Fleet.

Stores carried by AKSs for issue are ship's store stock, general stores, clothing and small stores—items needed to keep a ship operating and to keep men in fit condition to operate the ship.

These Fleet issue ships are able to supply more than half the classes of material provided by the Navy's supply system for all vessels. Marine hardware, chemicals, office supplies, leather, tableware, pipe fittings—the list is long and varied. More than 7,500 separate items are carried. The two most in demand are paints and bales of rag, in that order.

AKSs often duplicate some activities of tenders supporting destroyers, submarines and smaller ships. They make their own small stores and clothing and ship's service facilities available to men of the smaller ships.

Few of the Fleet's auxiliary vessels are more aptly named than *Castor* and *Pollux*. The originals of those names were two brothers worshipped by the ancients as patrons of men in war and on the sea. *Mercury* is also well named. As messenger of the gods he covered a lot of territory.

During the period from the end of World War II to the Korean fighting, only *Mercury* served continuously. The other two, after heavy wartime and postwar schedules, spent periods in mothball Fleets on the West coast. *Castor* was in the Mare Island group from January 1947 till early 1951. *Pollux* spent 10 months during 1949 in the San Francisco group of the Pacific Reserve Fleet. At one time near the end of the last war there were almost 20 AKSs in service, among them converted LSTs and Liberty ships.

All three of the present AKSs are Maritime Commission type C-2s: 459 feet long, 15.5 knots, 14,000 tons displacement. Each is superbly equipped for the Fleet issuing job. Typical of them is *Castor*; being the



NIGHT LOADING like this is nothing new to a sailor aboard a stores issue ship. Vessel carries 7,500 items ranging from paper clips to pipe fittings.



GOOD CHOW is always on hand in these seagoing department stores. Below: Several crew members of *Castor* relax beside ship's 5-inch gun on the fantail.





Ship Has Big Sale

Shopping was made easy for the crew of *uss Princeton* (CV 37) during a short liberty in Japan. With little time available between strikes in Korea, ship's service officers made the most of it by going ashore and bringing back hundreds of items. Then came the big bazaar.

Milling about loaded counters, souvenir-seeking crew members took their pick of silk brocade, cultured pearls, chinaware, jade, mandarin coats, ivory, amber, and samurai swords—at reasonable prices. Happy shoppers (above) try on mandarin coats. Center: Buyer regards samurai sword. Below: Satisfied, a crewman pays his money.



first of the AKSs and because of her reputation for fast and efficient issuing she is often called "Old Lady Can Do."

Castor was the first-built of this type of Maritime Commission ship and the first taken over by the Navy. Commissioned at New York Navy Yard in March 1941, she steamed south to Norfolk where she picked up her cargo, transited the Panama Canal and proceeded to Pearl Harbor. Soon after, she was issuing to the Fleet.

She made a few runs back to San Francisco to replenish, managing to be back at Pearl Harbor in time for the Japanese attack. At that particular time, however, instead of her usual cargo her holds were loaded with aviation bombs.

Had the Japanese known of her presence at the submarine base, they probably would have bombed her. With her lethal cargo the resulting blast would have doubled the harbor area of Pearl Harbor.

During the Pacific phase of the war, after her Pearl Harbor debut, *Castor* spent most of her time in the forward areas. Some of the islands and island groups where she earned her reputation were the Gilberts, Fijis, New Hebrides, Marshalls, Ellises, Admiralties, New Guinea and Okinawa.

Statistically speaking, *Pollux* has several interesting figures to offer as a result of a recent Fleet-issuing operation. She serviced 100 ships in 10 days. Her 185,000 cubic feet of storage area was filled with more than 3,000 tons of general cargo. A requisition for 70 diversified medical items was sent aboard from the shore medical dispensary at Salebo, Japan, and every item was made available. During a single day in just one of *Pollux's* five holds there were working parties from 11 United Nations ships.

Castor, after her period in the Reserve Fleet, has rejoined her two sisters. Between these three seagoing department stores there will be a lot of issuing of needed supplies. One of the latest cargo loads of *Castor*, for instance, included an extra supply of medical items. These were sufficient to supply the needs of 100,000 men for 30 days. Those supplies were mighty handy when *Castor* arrived in the Korean theater to restock depleted stocks of Fleet ships and bases ashore.



Enlisted Men's Club

THE LATEST in enlisted men's clubs has opened its doors in the crowded area of Norfolk, Va.

Located at the Naval Receiving Station (across the street from the station swimming pool), the new club is fitted out to provide a liberty-bound sailor with everything from an evening of television to game of tenpins in the bowling alleys.

Although built for the enjoyment of bluejackets, the new haunt is available to other area servicemen as well. Doors stay open daily until 2300 in the evening.

Hub of the club is the gaily decorated Mexicano Canteen (upper left) where a fellow and his date can enjoy a sandwich and beverage beneath multi-colored awnings and murals in the Latin manner.

After you check your hat at the door (upper right) you're ready to step onto the dance floor (right). After a snack (below right) a game of pool is just the thing to round out a pleasant evening.



SERVICSCOPE

Brief news items about other branches of the armed services

★ ★ ★

TREATMENT OF BURNS from atomic blasts has been simplified and improved by Army doctors.

The first is called the "open" method. No dressing or bandage of any sort is used. The burned surface is merely exposed to warm, dry air. A dry crust usually forms in 24 hours. The patient is given a high calorie nutritious diet and antibiotic drugs are used to prevent infection. The treatment is most successful in caring for burns involving less than 15 to 20 per cent of the body surface.

The other method uses specially constructed "pressure" dressings that do not require changing until second degree burns are healed or third degree burns are ready for skin grafting. Burns involving more than 20 per cent of the body surface can be successfully treated with this method.

Neither system uses medication on the surfaces of the burns. Both are expected to save time as well as material. Patients will be able to help themselves more and will require less hospitalization.

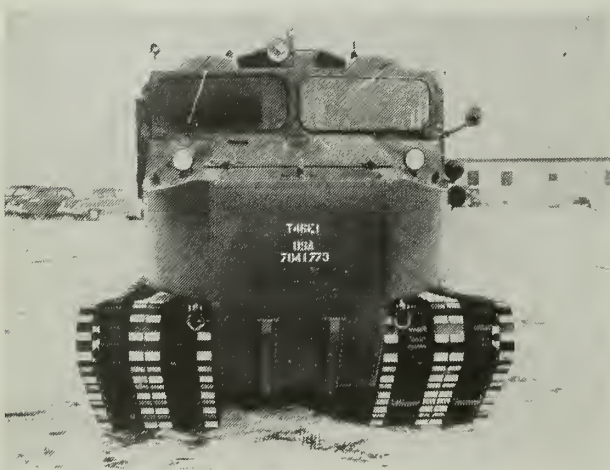
The methods are now being standardized in Army hospitals after three years of research by the Surgical Research Unit, Brooke Army Medical Center, Fort Sam Houston, Texas.

★ ★ ★

THE ARMY'S NEWEST AND MOST VERSATILE amphibious vehicle, the "Otter," is now going into mass production. Like its World War II predecessor, the "Weasel," it can plow through mud, go through water and travel speedily over land; but it is bigger, faster and easier to handle.

Designated M-29 Cargo Carrier, the Otter can carry a large number of fully equipped troops a longer distance than the wartime Weasel.

The Otter incorporates all the features of its wartime counterpart plus several postwar developments. Army ordnance experts state that handling the Otter is "child's play" and requires no special training despite the fact that it is a track-laying vehicle.



ARMY AMPHIB nicknamed the 'Otter' can move easily through the water and attain 30 m.p.h. over land.



NEW WING TANKS enable Air Force's XF-91 jet interceptor fighter to carry an extra 500 gallons of fuel.

CIVILIANS APPOINTED AS AVIATION CADETS in the Air Force must enlist for a four-year period, according to a newly established policy.

This change means that cadets who are eliminated for academic reasons for flying deficiency prior to completion of training will revert to airman status and be retained in the service. Formerly they were allowed to return to civilian life.

Enlistments will be made in the grade of private unless the individual has special skills which qualify him for enlistment in a higher grade. Regardless of grade, he will be appointed an aviation cadet when he enters flight training.

Those eliminated will revert to the grade held at the time of appointment. This has been the policy for enlisted men appointed to cadet training who, if eliminated, are returned to their former duty assignments.

Cadets who are eliminated are urged to apply for other air or ground crew specialist training.

★ ★ ★

SEASONED ARMY VETERANS of the Korean fighting—50 company grade officers and 100 non-commissioned officers—are being exchanged for a similar number of instructors and trainers now in the U.S. as an extension of the Army's plan to give all soldiers the benefit of "on-the-job" combat experience.

Previously, some combat commanders from Korea were given critical training posts, and a number of combat casualties—back in the U.S. and returned once more to active duty—were assigned as instructors at schools and training establishments.

Those selected for the "exchange" are flown to the U.S. after their replacements arrive at the Far East Command.

★ ★ ★

JOINT AIR-GROUND INSTRUCTION designed to teach ground troops the proper methods of calling for air strikes against enemy troops and to train Air Force units to carry out tactical air support is being conducted at all Army units of battalion size or larger in the United States.

Each unit is given classroom instruction and actual battalion exercises combining ground unit activities with air cover. Firing exercises complete the course.

Instructors are from the Tactical Air Command's Ninth Air Force and the Army Air Support Center, Fort Bragg, N. C.

THE ARMY'S NEWLY ORDERED BUSES are designed to do double-duty. Each bus will seat 37 passengers and can be quickly converted into an efficient ambulance.

In less than 30 minutes, the seats can be folded to accommodate 14 litters. In about 45 minutes, all seats can be removed to make room for seven additional litters.

The bus is similar in appearance to intercity passenger buses except that it is equipped with two rear doors to facilitate the moving of casualties.

A total of 1,509 vehicles have been ordered at a cost of \$13,000 each. The special equipment used to convert them for ambulance service represents approximately four per cent of the cost.

★ ★ ★

A NEW TURBO-JET ENGINE, so powerful that four will replace the six engines now used on the big XB-47 bomber, is now in production for the Air Force.

Designated the J35-A-23, it is claimed to be the most powerful jet powerplant for which a production contract has been let.

★ ★ ★

THREE LARGE "ICE ISLANDS"—up to 25 miles wide and 1,000 feet thick—have been discovered in the Arctic Ocean by an Air Force weather reconnaissance squadron. Reports by Arctic scientists had tipped the fliers off to the probability of the existence of these islands.

Because of their solid and long lasting characteristics, floating islands of this type might be developed into possible scientific test areas, according to speculations of some scientists.

Last winter Air Force crews of seven to 10 men spent periods as long as a week on much smaller ice floes off the Alaskan coast to test survival equipment. These floes are eight to 12 feet thick and a few thousand feet long. C-47s have made successful landing on these smaller floes, indicating the potentialities of future scientific and strategic use of the larger ice islands.

STEEL CARTRIDGE CASES for the Army's small arms and artillery ammunition will be seen in the field at an early date.

In order to conserve expensive copper and zinc, which brass cases require, the Army began research on steel cases during World War II and continued it till kinks such as enlarging and splitting were straightened out. Equalling the performance of the old brass case, the new steel type is expected to cost less despite a more complicated production process.

★ ★ ★

THE FAMILIAR "WALKIE-TALKIE," which at times can become a "hurtie-backie," is being replaced by a newer type approximately half its size and weight. The new unit developed by the Army has twice the range of the present type.

Sub-miniature tubes half the size of a cigaret and peanut-size transformer coils help in the reduced weight and size of these new transmitter-receiver units. Like the older type, the new two-way communication unit is equipped with a carrying harness by which it can be strapped to the operator's back.

Its two sections, battery power and transmitter-receiver components, are about the same size. Total weight of the new walkie-talkie is 18 pounds.

★ ★ ★

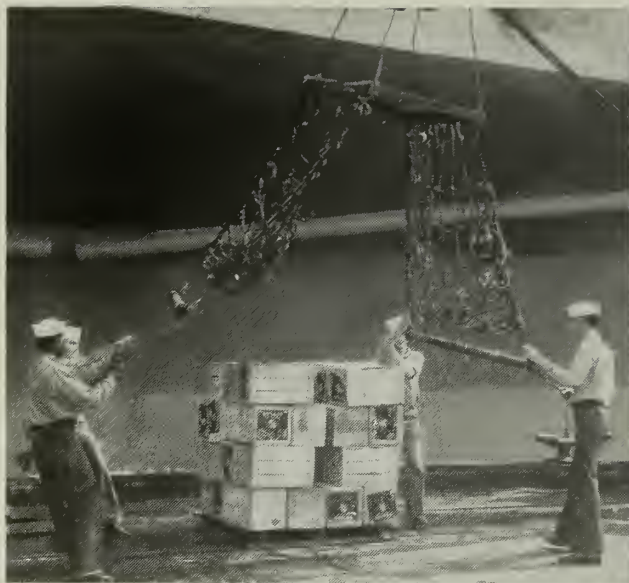
FORTY-ONE LIBERTY ships have been ordered into the American Merchant Marine out of the Maritime Administration's mothball fleet.

The Libertys will help meet the demand for increased merchant ship tonnage. They will carry supplies under the ECA program to European countries and their dependent territories southwest, Asia and India, and will import metallic ores to the United States.

The initial cost of reactivating these 41 ships, which will be operated by steamship lines acting as government agents, is about \$20,000,000. The supply of their younger and faster sisters—the Victory ships—has been virtually exhausted.



POPULAR CANTEN near Scott Air Force Base, Belleville, Ill., was one of few clubs to remain open after World War II. Ready again for an influx of servicemen, club gets its USO sign (right). Left: A service gal practices her hobby at club.



ACTIVATING a ship requires many tons of fresh provisions (left) as well as hours of chipping and scraping topside.

Supply Reserve: Key Activation Personnel

INCLUDED AMONG the key men of the Naval Reserve program is that comparatively small group of Supply Corps officers and enlisted men who are preparing themselves for the day when the U. S. Navy's Reserve Fleet, now flexing its muscles, gives a big yawn and throws off the blankets under which a large part of it has been resting since World War II.

For purposes of preparedness,

some vessels have already been returned to active duty—"activated." However, in a time of emergency, it may be necessary to activate not just a few, but hundreds of these ships at once.

Equipping them will be a tremendous job. Each one must receive its proper complement of a vast list of items running from toothpicks to spare armature shafts.

The work requires specialists. Lit-

tle wonder that RADM O. M. Read, USN, former Deputy Commander, Atlantic Reserve Fleet, said: "When I start to activate a ship, the first man I want to see is the Supply Officer."

However, since the end of World War II, and prior to the Korean situation, the Supply Corps had shrunk to about 3,700 Supply Corps officers including about 550 pay clerks and a proportionately small fraction of enlisted men from a high of approximately 20,000 Supply Corps officers of all categories and more than a quarter of a million enlisted men.

Nearly 90 per cent of these were Reservists. Many are still enrolled in the Supply Corps Reserve.

On these men will fall the ultimate responsibility of ensuring that the activated ships receive their proper complement of supplies and of serving as Supply Corps personnel on these vessels while on active duty.

To cope with these problems, three general categories of Supply Corps Reserve are now in training. They consist of:

- A rate-training program in Organized Reserve for approximately 9,000 enlisted men in a weekly drilling status, and approximately 850 Supply Corps officers Reservists to instruct them and perform logistic support functions.

- A Cargo Handling component, also in the Organized Reserve, con-



SHIP SUPPLY officers, trained in the Organized Reserve, must direct complete outfitting and provisioning of a ship which is being taken out of mothballs.

sisting of 420 officers and 3,600 enlisted men.

- The Volunteer Supply Corps Reserve, totaling 82 units, with an enrollment of 2,800 officers.

Nevertheless, activation presents unique difficulties. Who, for example, is going to see that the activation crew is fed, clothed, sheltered—and paid? Who is going to procure the tons of cleaning supplies required to brighten up a vessel after it has remained inactive for years?

That is the purpose of the Organized Reserve Ship Supply Officers' Program. This is a special program, established in addition to the more conventional Supply Corps Reserve. It consists of a nucleus of 15 Ship Supply Officers' groups consisting of 20 officers and two enlisted men each.

Their mission, as outlined by the Chief of Naval Personnel is: "To provide a trained force of experienced and qualified personnel, highly skilled in the supply aspects of reactivation of Reserve Fleet ships, who shall be available upon mobilization to form and augment supply activation-instruction teams, and who shall be available for assignment in the supply departments of reactivated ships."

In less official language, it will be up to them to take the mothballs out of the mothball fleet.

Because most men engaged in this program have had earlier Supply Corps experience, little "practical" training is required. Instructions at drills take the form of lectures by a guest speaker, training films, hypo-



AMMUNITION and deck paint, gallons of disinfectant, dozens of mops — all must be loaded at dockside. Ship supply unit consists of 20 officers, two EMs.

thetical problems, and outside reading.

Few of the men engaged in this problem are glamor boys in their civilian occupations. Most are just ordinary people—purchasing agents and salesmen, perhaps, or lawyers, accountants, insurance brokers, and real estate brokers.

Yet, when they get the word, the Navy is expecting these plain citizens to turn to and completely outfit one or more vessels, ranging from

mine layers and escort vessels to aircraft carriers and battlewagons.

These men will supervise the activation of not only one ship but several and, in addition, will be expected to train and supervise a procession of other Supply Corps officers in the activation of *their* ships.

It is only when the last ship at their activity is activated that these specialists may anticipate following their ship to sea.

Like so many supply problems, the



SLEEPING SHIPS such as these tincans have been quickly awakened as Navy once more arms to meet aggression.



FUTURE CHOW is stacked neatly on shelves in a ship undergoing activation. This is Step Three in the process: Make the ship completely self-sustaining.



PRESERVATION methods used when the Navy put most of its ships in mothballs are now paying off in dividends. In general, results are excellent.

subject matter at times sounds dull. The results are not.

Take, for example, the experience of the Supply Officer who assisted in activation of *USS Princeton* (CV 37). (see *ALL HANDS*, November 1950, p. 8).

He had already learned that activation of a vessel progresses through the following phases: make habitable, make secure, make self-sustaining, make operable and, finally, make ready for sea.

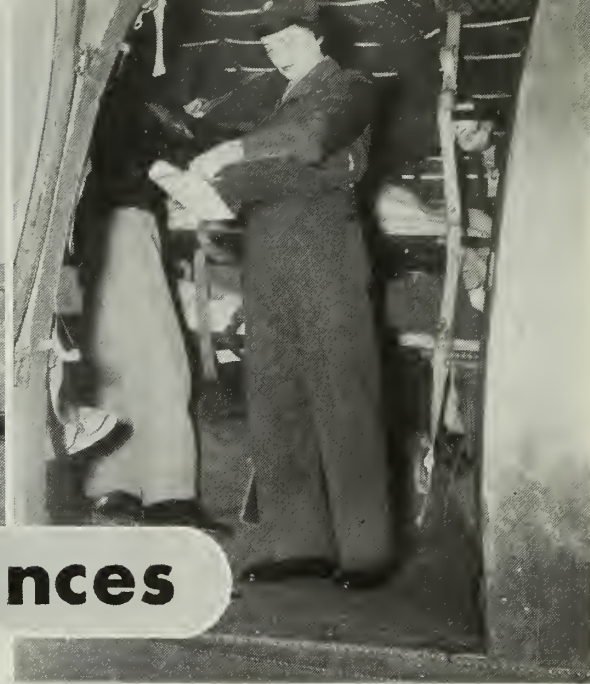
However, before any part of that job could be tackled, he had to see to it that the 250-man crew activating the ship was housed, fed, and clothed. Recreation must be provided for, and pay records established. Before that could be done, galley spaces had to be cleaned, cobwebs swept out of the pantry, the Charley Noble unplugged, bedding cleaned and aired, and refrigerators connected. Before that could be done, the activation crew had to be furnished with plenty of disinfectants, brooms, mops, soap, buckets, and paint. The engineer department demanded plenty of igepal and sodium metasilicate.

In fact, all departments needed plenty of everything. A partial list of typical items required for the activation of *Princeton* included: 14,927 gallons of lubricating oil, 182 yards of cheesecloth, 396 dust pans, 330 gallons of hydrochloric acid, 72 cans of metal polish, 5,286 gallons of paint, 28 rubber stamps, 10 varieties of ink, 32 varieties of paper, and 87 wastepaper baskets.

Meanwhile, there was the problem of the commissioning ceremony. To the Supply Officer that meant bugles, flags, commissioning pennants, boatswains call, small arms, bunting, log books, chairs—metal, folding—band instruments, and music.

However, as the Supply Officer of *Princeton* commented in his report: "In view of experience gained in recent activations, any of the difficulties encountered were anticipated and were remedied without causing delay. . . . Notwithstanding difficulties encountered, the activation proceeded in an orderly manner and no single deficiency or combination of deficiencies seriously threatened the progress of the activation."

It is the objective of the Organized Reserve Ship Supply Officers' Program, to insure that more reports will end in that manner.



Flying Ambulances

THE NAVY'S two Fleet Logistic Air Wings — whose major mission is to support the fighting ships — have both done yeoman duty since the outbreak of turmoil in Korea in quite another field, that of air evacuation.

Planes of the two wings, operating one from the East Coast and the other from the West Coast, pick up patients who have arrived in the U. S. and fly them to a hospital near their home for treatment.

Since air evacuation planes get priority, the litter-loaded R4Ds and R5Ds get special airfield clearance and are allowed to fly at the most comfortable altitudes. Each plane carries a medical crew of from one to four, including usually a flight nurse or a doctor.

Above left: Ambulances back up to an air evacuation plane to take patients to a nearby hospital. Above right: Nurse checks doctor's orders as soon as patients are aboard. Right center: Man is transferred from plane to ambulance. Below right: Chilly patient gets an extra blanket. Below left: Nurse gives a patient a sedative.



LETTERS TO THE EDITOR

Tax on Shipping-Over Money

SIR: I reenlisted in the Navy on 29 Oct 1950 while we were anchored in Wonsan, Korea. I received my reenlistment bonus, travel allowance, mustering out payment and payment for unused leave. All of these payments were made while my ship was in a "combat zone."

Although all money earned in a "combat zone" is tax free, I have been told that I must pay income tax on all my reenlistment money. Is this true? —J.U.F., Jr., PN3, USN.

• *The question you bring up is pending decision of the Commissioner of Internal Revenue. As soon as a decision is made, appropriate directives will be issued.*

Until such instructions are issued, however, the commanding officer's certificate, required by Ahav 150-50 (NDB, 31 Dec 1950), should list lump sum leave, travel allowance and reenlistment bonus separately and include them as part of the total taxable pay earned while serving in a combat zone.

Members concerned should present their questions to the collector at the time returns are filed. —Ed.

Pay for CPOs and WOs

SIR: On 26 Aug 1950 I was temporarily promoted from EMC to warrant electrician (W-1). In seven months my net income has been \$167.90 less than it would have been as EMC. Prior to 3-1-51 my pay as CPO would have been \$356.65 per month, while during this time my pay as W-1 has been \$364.35 (14 years' longevity). This represents a difference of \$7.70 in favor of the W-1. The fly in the ointment is the wardroom messbill, which averages between \$25-30 per month.

Does it seem to you that this situation

Cleaning Rating Badges

SIR: In the January 1951 issue of ALL HANDS I noticed where a chief quartermaster requested information on how to clean tarnish from silver thread rating badges. I believe you advised him to try tooth powder and tooth brush. I have tried several methods, and found I get good results by using baking soda, tooth brush, and a little water. —J.V., PRC, USN.

• *Thanks for the information. We are happy to pass it along to any chiefs with dingy crows.* —Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

makes it advantageous for a chief petty officer to accept an appointment as warrant officer with a view of being better able to provide for his family? Personally, I am proud to be a warrant officer, and have no complaints except that it is costing me money. —V.L.R., ELEC, USN.

• *The pay rates of CPOs and WOs you outline were established by legislative enactment and are currently applicable. BuPers is not aware of any prospective change or modification of the statutory provisions regarding pay of CPOs and WOs.* —Ed.

Transfer in Exchange

SIR: I'd like to swap duty with any storekeeper third or second class on board a ship operating around the Atlantic or Mediterranean area, or at any shore station on the east coast. Do you have any information on openings for my rate in those areas? If so, I'd like to know where and information on how to apply. —G.J.W., SK3, USN.

• *There is no specific authority for transfers in exchange. Article C-5209 (4), BuPers Manual states that "requests for transfer of enlisted personnel between widely separated commands, such as between the Pacific and Atlantic Fleets, are not approved except upon showing of genuine hardship, or for humanitarian reasons. In the latter case requests should be accompanied by substantiating affidavits."*

Although ALPac 69-50 extended indefinitely the tours of overseas duty prescribed in BuPers Circ, Ltr 74-50 (AS&SL, Jan-June 1950), plans have been announced to resume rotation in that area.

All requests of enlisted personnel within the Pacific Fleet for transfer to another activity within the Pacific Fleet should be submitted via the chain of command to Commander Service Force, U.S. Pacific Fleet. If request involves duty outside the Pacific Fleet, it should be submitted via the chain of command, including Commander Service Force, U.S. Pacific Fleet, to the Chief of Naval Personnel. —Ed.

Completing Your Education

SIR: I am a Naval Reserve officer involuntarily recalled to active duty. I got my commission as LTJG under the program whereby a person with two years of college, two or more years of active duty in WWII, and in a certain age group, was eligible to take exams for a commission. My age is 29, and date of rank is June 1949.

My question is: Is there a program which would allow me to complete my college work toward a B.A. degree, either as a Reserve or Regular Navy officer? I have heard the Navy sent certain selected Regular Navy officers to school under the "Holloway Plan" to complete their formal education, and pay for a part of their education I am wondering if I am eligible? —E.D.C., LTJG, USNR.

• *One of the purposes of the so-called "Holloway Plan" is to provide through the training of midshipmen in NROTC (Naval Reserve Officer Training Corps) a group of ensigns in the Regular Navy to supplement the numbers graduating from the Naval Academy. The plan also includes other phases of education of naval officers besides NROTC, such as the 5-Term College program. This provides that those officers of the Regular Navy who either were Reservists and transferred, or were USN(R) (former enlisted men) and who have had not more than two years of college, may be sent to one of the NROTC colleges (or George Washington University) to take such specified and elective courses as would give them a total of*

Petroleum Expert Needed?

SIR: Before joining the Navy, I was classified as a geophysical observer and worked on petroleum exploration projects.

Is there any special duty of this kind in the Navy to which I might be assigned? —R.A.M., AA, USN.

• *There is no special duty in the Navy involving petroleum exploration at the present time. However, when you were interviewed at the Naval Training Center a record was made of your civilian experience and this information is on file at BuPers. If a person with your special qualifications is needed, you will be considered along with other persons with similar qualifications.* —Ed.

5 terms of college education, including previous college credits. This is considered to be the equivalent of the academic non-professional education midshipmen receive at the Naval Academy. This program is not open to Reservists at any time.

While the Navy does not have a program of education established as such whereby Regular Navy officers may acquire degrees, it does have post-graduate training for Regular Navy officers as an active duty assignment for those who can qualify both academically and professionally. Reserve officers do not qualify due to the uncertainty of their continued active duty service.

However, with your commanding officer's approval, you as a Reservist or Regular officer may be able to qualify for off-duty courses at an accredited college under the provisions of BuPers Circ. Ltr. 178-50 (NDB, 15 Nov 1950). This authority provides that Regular Navy and Reserve personnel with at least one year of obligated service remaining at the time of enrollment, will receive tuition assistance amounting to three-quarters of the cost up to \$7.50 per semester hour. All other costs whatsoever must be borne by the individual.

It is advisable to confer with your educational officer concerning the accredited institutions listed in Part I of "Accredited Higher Institutions 1948" Bulletin 1949, No. 6, U.S. Office of Education, and for courses suited to your needs, qualifications, and educational program.—Ed.

School of Naval Justice

SIR: I have heard scuttlebutt that they are teaching yeomen the use of "Stenotype," "Brevitytype" or some similar machine at the Naval Justice School, Newport, R.I. Is there any truth in this? (2) Is a yeoman required to know shorthand to become eligible for this school? (3) Is ComServLant still maintaining an overseas shore duty list, and are they still ordering men to overseas shore duty?—J.D.H., YN2, USN.

• Teaching of stenography is not part of the official curriculum at U.S. Naval School, Naval Justice. With the exception that enlisted personnel attend classes in "Court Martial Records" while officers study "Rules of Evidence," the course is the same for all personnel. (2) Eligibility requirements for this school are set forth in BuPers Circ. Ltr. 146-50 (NDB, 15 Sept 1950) and articles D-2304 and D-2305, BuPers Manual. Ability in shorthand is not listed as a requirement. (3) ComServLant is maintaining an overseas shore duty list and is ordering men (those serving in the Atlantic Fleet only) to overseas shore duty.—Ed.

Navy's Music School

SIR: I understand that BuPers Circ. Ltr. 118-47 (NDB, 30 June 1947), which concerns the procedure for requesting the course of training at the Naval School of Music, Washington, D.C., has been cancelled. Is it still possible for personnel assigned to forces afloat to apply for that school? If so, how? — J.R.M., YNSN, USN.

• Yes, whether shipbased or shore-based it is possible for a man to request a course of training at the Naval School of Music. You may submit an official request to the Chief of Naval Personnel via the chain of command and the OinC, U.S. Naval School of Music, indicating as completely as possible your musical training and experience. If it appears from the information contained in the request that you are qualified, a transfer will be directed for a musical audition at the Naval School of Music, Washington, D.C.; or at the Great Lakes or San Diego Naval Training Center.—Ed.



February Has 30 Days

SIR: It is my contention that a person presenting a properly prepared special money requisition on 28 Feb 1951 can be paid on 28 Feb 1951 full pay and allowances through the 28th as though the month contained 30 days. I also think that aviation pay can be credited and paid on 28 Feb 1951 as though the month contained 30 days.

I would appreciate information as to the number of days' pay and allowances a member would be entitled whose pay record was opened on 1 Feb 1951 and closed on 28 Feb 1951.—R.C.C., DK1, USN.

• Your contentions are correct. When service commences on an intermediate day of the month, 30 days will be assumed as the length of the month. Service commencing in February will be calculated as though the month contained 30 days, thus: from 21 Feb to 28 (or 29) Feb, inclusive, 10 days. When the service commences on the 28th day of that month, three days will be allowed, and if on the 29th, two days. This information is contained in paragraph 54360-1 BuSand A Manuel.

Accordingly, in the example presented in your letter, the member will be entitled to 30 days' pay and allowances if his service commenced on 1 Feb 1951 and he was separated from the service on 28 Feb 1951. However, for any item which accrues on a daily basis rather than a monthly basis, only 28 days are allowed.—Ed.

Chief Wants Electronics

SIR: I have 13 years naval service and now desire to change my rating from ADC to ATC. Through schooling and on my own I have gained a basic knowledge of electronics. I have completed USAFI courses in engineering drawing and advanced mathematics. At present I am enrolled in a course in radio and television servicing.

I wonder: (1) Can I be sent to Aviation Electronics Technician and Electronicsman School (Class A) at Memphis, Tenn.? (2) How can I go about getting my rating changed?—H.W.S., ADC, USN.

• Class A schools are geared to turn out graduates who are qualified for the technical duties of third class petty officer. Generally speaking, chief petty officers are not allowed to attend Class A schools. However, at such time as you gain sufficient in-service training and experience, including off-duty study, in the AT rating to qualify for instruction in the Advanced Aviation Electronics Technician School (Class B), you may submit a request for this school and subsequent change in rating to the Chief of Naval Personnel. Such requests receive fair and impartial consideration and each is decided upon its own merit. A large factor in the decision is the needs of the service—in your case a favorable point, for there is now a surplus of ADCs and a shortage of ATCs.—Ed.

Switch from USAF to USNR

SIR: After two years' active duty in the Air Force as a supply sergeant, I enlisted in the Naval Reserve as a seaman with the Navy job code of yeoman.

I have since been called to active duty and am told that I could have been awarded the rate of storekeeper third class. May I apply for a change of rate?—A.T., YNSN, USNR.

• Former members of the USAF who were discharged in pay grade E-3 or higher are authorized to enlist in the USNR in pay grade E-3 except in some cases in which the specialty serial number (SSN) assigned indicates proficiency in a military occupational specialty which is especially needed in the USNR. In the latter cases, enlistment in the USNR is authorized in the pay grade in which discharged from the USAF.

These military occupational specialties are listed in the Naval Reserve Recruiting Instructions. If you decide to submit an official request for change in rate to BuPers, be sure to indicate your SSN which is shown on your discharge or notice of separation from the service.—Ed.

Schooling Under the GI Bill

SIR: (1) If a USNR officer is released to inactive duty in January 1947 and then voluntarily returns to active duty in June 1948 without having begun using his educational benefits under the GI Bill, what would be the deadline for beginning his schooling?

(2) Is this officer eligible for schooling after 25 July 1951?

(3) If he is not released from active duty before 25 July 1951, will he lose all educational benefits due him under the GI Bill?

(4) Are there any provisions for extending the period of eligibility so that he may start his schooling after he is again released from duty?—A.E.P., LT, USNR.

• The deadline 25 July 1951 applies to the initiation of a course of study by any veteran separated from the service on or before 25 July 1947—the date designated as the end of World War II for figuring these benefits. In the instance you cite, the officer is eligible for educational benefits after 25 July 1951, provided he has begun his studies by that date and remains in training, except for certain interruptions permitted by the Veterans Administration. Training must be completed by 25 July 1956—nine years after the end of World War II.

No Congressional action has been taken to extend the deadlines of the GI Bill. Consequently, if the officer in question does not begin his education before 25 July 1951, he will forfeit all educational benefits regardless of his

Use for Outside Skill

SIR: I'm an RD2, USNR, aboard a cruiser. Prior to my recall, I was a technical illustrator for an aircraft company, making perspective drawings from blueprints for the various catalogs and books used by Air Force personnel. I would like to continue my peacetime profession while in the Navy if possible so that when I'm released I can pick up where I left off. I would appreciate any information you can give me as to how I could get duty as an artist, technical illustrator or proof reader on aircraft-training publications or manuals. — G.B.B., RD2, USNR.

• There is at present no need for the specific skills you mention, as regards Navy projects now underway. At the time when you were processed for active military service, a record was made of your civilian work experience on your enlisted classification record page and this information is on file at BuPers. If a person with your qualifications is needed, you will be considered with other persons with similar qualifications. — ED.

Engineman School

SIR: Would you supply some information on the Class C Engineman School? When do classes convene? What qualifications are necessary? Where are the schools located and how long is each course?—R. B. M., EN1, USN.

• The Navy's Engineman School, Class C-1, is located at the Naval Training Center, Great Lakes, Ill. Candidates must be rated EN. Each class is five weeks in length. Classes started 19 Mar 1951 and will convene every five weeks on the following engines: General Motors 8-268A, General Motors 16-278A, General Motors 12-567A, Cooper Bessemer GSB-8, Alco 539, and Fairbanks Morse 38D8 ½. Increased demand for quotas may cause change in convening dates. Refer to NavPers 15795. —ED.



subsequent release to inactive duty.

No requests for extension of time limit have been granted since Congressional action would be necessary to make such extension possible. However, if a veteran is required to discontinue his studies because of being ordered to active duty, such studies may be resumed provided his education was commenced prior to the deadline—in this case 25 July 1951.—ED.

Brothers at Same Station

SIR: I am a Marine, stationed at Camp Lejeune. My brother is a Navy man, stationed at New London. I'd like very much to get stationed at the same location as my brother, but as we are members of different services, I have been unable to find out if this is possible. —N.G., CPL, USMC.

• Policies on assigning members of the same family to the same activity are established by the different services, and apply only to members of the same service. In your case, the assignment of a member of the Marine Corps to a naval activity where your brother is stationed would not be possible unless the naval activity had an allowance of Marine Corps personnel. In such a case, you would submit a request for change of duty via official channels, naming the naval activity as choice of next duty. Your assignment to that activity would be determined by the Marine Corps, not the Navy. Transfers of personnel from one service to another, i.e. from Marine Corps to Navy or vice versa are not permitted.—ED.

Basic Battery Tests

SIR: We have a few questions concerning the basic battery tests which are given by the Navy to all personnel. The first question is: What are the highest possible scores obtainable when taking the test? Question number two: Is it possible to retake the test, and if so, what is the procedure to be followed? And third: Was the basic battery test scoring method ever changed, making it possible to have grades higher than the highest grades now given?—T.A.L., AA, USN.

• Navy basic battery tests are calibrated in terms of a measure called the Navy Standard Score. This measure automatically compensates for slight differences in difficulty among the different tests in the basic battery as well as among the various alternate forms of each test. Passing all the items on one test may yield a higher standard score than passing all the items on a somewhat easier test since a greater degree of aptitude may be required on the former.

The highest possible score for each test and the form of that test on which it may be obtained are as follows:

GCT..... top score of 81 on Form I
ARI..... top score of 80 on Form III
MECH top score of 77 ... on Form V
CLER ... top score of 84 ... on Form I

It has been found that training and experience acquired in the Navy are

Navy Mental Tests

SIR: I've been wondering if there is any relationship between the I.Q. tests given throughout the country and the tests given in the last few years to all men in the Navy. —Or are the Navy tests given only to assist in finding the right peg for the right hole?—H.D.M., ADC, USN.

• There is some similarity between I.Q. tests and most psychological tests used in the Navy in that both are intended to furnish measures of general mental abilities. However, regular I.Q. tests aren't considered appropriate for use in the Navy, as results of such tests apply best to children. Navy tests are primarily concerned with providing measures of general mental abilities which are related to the needs of the Navy.

Navy tests consist principally of two types: Those designed to provide a general measure of one's mental qualifications for naval service, and those designed to measure one's aptitudes for particular kinds of duties. This latter type would assist in "finding the right peg for the right hole."—ED.

unlikely to have any great effect on basic battery scores if taken a second time. Therefore, it's the policy not to authorize requests for retesting in most instances. However, in certain cases, authorization for retest may be granted. This is true only when certain specific discrepancies in the patterns of test scores exist, or where there is good evidence that the tests originally administered didn't provide accurate representation of the person's abilities. Requests for retesting should be addressed to the Chief of Naval Personnel via the CO of ship or station.

On tests administered prior to 13 June 1943, before Navy Standard Scores went into effect, top score on all was 100. Since that time, with the use of Navy Standard Scores, top scores have varied as explained above. But there has been no basic difference in the scoring method on basic battery tests.—Ed.

More on CPO Clothing Allowances

SIR: In July 1950 I returned to active duty as an EMPC, the rating in which I was discharged in 1945. Upon reporting, I was asked if I had drawn any money for clothing since last discharged. I told them no, and I was paid \$300 to cover cost of new uniforms. Since then my pay has been checked for \$150, the reason being they say I was entitled to only \$150.

Some of the other chiefs here were in Reserve units and received \$150 while on inactive duty, and have now been paid another \$150 since reporting for active duty. I don't understand why I am not entitled to the full \$300, as I had to purchase complete new uniforms.—W. L. G., EMPC, USNR.

• From the circumstances you describe, it would appear that you were legally entitled to only \$150 clothing allowance. Paragraph 12-c(2), 3b, Military Pay Instruction Memorandum 6, BuSandA Manual, states that enlisted men in pay grade E-7 of the Naval Reserve who have previously been paid a cash clothing allowance in any amount for the purchase of chief petty officer clothing, upon first reporting for or upon recall to active duty or active duty for training for a period in excess of six months, subsequent to the expiration of three months from date of last discharge or release from active duty, . . . are entitled to a special initial clothing monetary allowance in the amount of \$150.

The words above refer to an allowance paid at any time during a member's period of naval service and not only to an allowance paid during the current enlistment or period of active duty. If you received an allowance for the purchase of chief petty officer clothing at any time during your naval service, you are entitled only to an allowance in the amount of \$150.—Ed.

Directive Provides for One Initial Monetary Clothing Allowance

SIR: In a recent issue of ALL HANDS your reply to W.E.L., GMC, USNR, in regard to "Clothing Allowance for CPOs, USNR" stated the \$150 clothing allowance allowed CPOs in the Naval Reserve was paid only once and not every four years. NRMAL 5-50 states "The clothing allowance of \$150 is payable to CPOs once during each four year period of enlistment, reenlistment or extension of enlistment, and to personnel who advance to the rate of chief petty officer, providing they meet . . . (certain) qualifications."

Are you basing your reply to the chief gunner's mate on a ruling that

supersedes NRMAL 5-50? If so, will you please publish this directive?—W.A.Y., MEGC, USNR.

• The latest rules governing initial clothing monetary allowances for the Reserve components of the armed services are set forth in a Secretary of Defense directive dated 1 June 1950. Only one initial monetary clothing allowance is provided for. However, chief petty officers assigned to, or associated with, the Organized Reserve in a pay status, may be paid a maintenance clothing monetary allowance, in the amount of \$3.00 each quarter, as prescribed in BuSandA and BuPers Joint Letter of 9 Feb 1951.—Ed.

No Transfer from USNR to USN

SIR: I served 34 months' active duty after being commissioned from the NROTC in 1943. I was a member of the Organized Naval Reserve upon release to inactive duty in 1946 and remained a member until I returned to active duty in September 1950. I have decided to make the Navy a career, but have been unable to find the authority to transfer to USN. I recently saw a bulletin that allowed NROTC graduates of the class of 1948 to transfer to USN. Isn't there a provision to allow NROTC grads with more time and experience in service to be considered for permanent commissions?—C.R.B., LT, USNR.

• The bulletin concerning 1948 NROTC graduates was probably the one that was a reminder to officers commissioned in a Regular component from NROTC source that their commissions were probationary and that they had to apply for retention as career officers in the immediate future if they desired to retain their USN status. (No 1948 NROTC graduates originally commissioned in a Reserve component have been given an opportunity to transfer to a Regular component.)

All qualified 1948 graduates of the regular or subsidized NROTC program were originally commissioned in a Regular component. In addition, several qualified graduates of the contract (non-subsidized) NROTC program who applied for Regular appointments were so commissioned, in 1948. All NROTC graduates commissioned in a Regular component since September 1946 have been appointed under the provisions of Public Law 729 (79th Congress), as amended.

NROTC graduates appointed in a Regular component pursuant to the provisions of this law who desire to be retained as career officer must apply for retention of their Regular commissions during the third year of their com-

missioned service. Officers who apply and are selected for retention as career officers lose their probationary status as Regular officers upon completion of their third year of commissioned service.

Officers who do not apply for retention, or who apply and are not selected for retention, will have their Regular appointments terminated not later than the third anniversary of acceptance of such commissions. Officers appointed under Public Law 729 are required to accept a commission in the Naval Reserve, if offered, upon termination of their Regular Navy appointment.—Ed.

Too Old for Sea Duty?

SIR: Is there a directive permitting a man to request a change of duty from a small craft to a larger ship or shore duty, if over 45 years of age?—F.J.D., ENC, USN.

• There is no Navy Department directive covering reassignment of personnel attached to small ships because of advanced age.

Age, in itself, does not affect qualification for duty. Personnel who are physically qualified are considered available for general assignment afloat or ashore.

Should you consider yourself not physically qualified for general assignment afloat or ashore you should report to the proper medical authority. Your commanding officer is authorized to transfer you, if found necessary, to a naval hospital for the purpose of determining your physical fitness.

You are privileged to submit a request for any duty you desire, for any reason you desire, provided it is in accordance with current directives. The submission of a request, of course, is no assurance of its approval.—Ed.

Uniform Code of Justice

SIR: I am associated with a school which is set up to teach military requirements to all personnel competing for advancement. One of the subjects in our curriculum is *Articles for the Government of the Navy*, as specified in Military Requirements Examination Subjects, Section 201.

On 31 May 1951, the articles became obsolete and were superseded by *The Uniform Code of Military Justice*. Personnel graduating from our school after that will be competing in the examinations which will be held in July 1951. We are rather at a loss as to the subject to start teaching now. Should it be the "Articles" or the Uniform Code? —D.H.R., ATC, USN.

• The Uniform Code of Military Justice, which superseded the Articles for the Government of the Navy on 31 May 1951, was given consideration during the construction of the examinations to be used in July 1951. In the military requirements examinations, in the professional examination for YN, and in all other examinations of the July 1951 series in which the subject of military justice is touched upon, the items used are of a general nature and are based upon the Uniform Code of Military Justice. This can be found in the Navy Department Bulletin of 15 June 1950, numbered 50-429.

In this issue of ALL HANDS (see pp. 46-47) there is an article and two charts concerning the new Uniform Code of Military Justice. These explain the organization of the code in the naval establishment.—Ed.

Drawing Retirement Pay

SIR: A member of the Naval Reserve performs 20 years active duty, the last 10 having been completed within the past 11 years. Does he start drawing the 50 per cent retirement pay upon

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

- The Navy Club of the United States of America—National reunion to be held in Davenport, Iowa, on 19-23 June 1951. Information about the organization and the reunion can be obtained by writing National Headquarters, City Hall Building, Rockford, Ill.
- Patrol Squadrons VP 14, 52, 72 (1937-1943)—All members of this squadron union and their families are invited to a reunion on 14 July 1951 at Norfolk, Va. Please notify Lieutenant C. P. Sonneborn, USN, Staff, Commander Utility Wing, Atlantic Fleet, Bldg U-48, NAS Norfolk, Va., if you plan to attend, and give the number in your party. Reunion will be held on a military reservation.
- 118th Seabees—Former members interested in a reunion, with time and place still to be decided,

should contact Harold W. Landow, 6 Bailey Avenue, Yalesville, Conn.

- North Sea Mine Force Association, Inc.—A reunion of members of this association and their families is scheduled for 12 and 13 Oct 1951, to be held at the Hotel New Yorker, New York. Contact the Executive Secretary, Jacob J. Kammer, 54 Walnut Ave., Floral Park, N. Y.
- First Marine Aviation Force (World War I)—A reunion is scheduled for 4 Nov 1951, to be held at the Fairmont Hotel, San Francisco, Calif. Former members of this Marine aviation unit—especially those living in California or neighboring states—are requested to send their names and addresses to the Public Information Office, Marine Corps Air Station, El Toro (Santa Ana), Calif.
- 93rd Seabees—The annual reunion of all personnel of this battalion will be held on 1, 2 and 3 September, in St. Louis, Mo. For further information, contact Darle Christy, 2029 Main, Kansas City 8, Mo.

completion of this duty or must he wait until he is 60 years? — C.D.D., Jr., SK2, USNR.

• In this case he needn't wait until he is 60 years old to start receiving retirement pay, since 20 years accrued has been on active duty. He is eligible as soon as he completes the 20 years, regardless of his age. Regulations covering 20-year active duty retirement are contained in BuPers Manual, H-7401.

There is another retirement program with which you have confused the foregoing. This is the Reserve retirement plan contained in Public Law 810 (80th Congress) which provides for retire-

ment pay, upon reaching the age of 60, after completion of a total of 20 years of "satisfactory Federal service." Both active and inactive duty count toward this retirement. — Ed.

Shipping Over on Extension

SIR: A man in the Regular Navy at the time of his expiration of enlistment does not desire to reenlist or extend. His enlistment is involuntarily extended in accordance with Alnav 72-50, (AS&SL Jan-June 1950). Can he subsequently reenlist or extend?—W.E.B., YN3, USN.

• Yes, provided he is in all respects qualified.—Ed.

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Realistic Gas Attack Indoctrination Leaves 'em Gasping

REMOTE though it may be, a gas attack on NAS Alameda wouldn't confuse many people there. That's the aim of a current training program.

All service personnel at the California air station, Waves included, are required to take a two-day chemical warfare course. New classes, 50 persons to each, begin Mondays and Wednesdays until everyone is well indoctrinated.

A movie on general information opens the course. Next comes whiffing of weak samples. The first three—phosgene, lewisite and mustard gas—are well mixed with air, but the fourth sends students careening out of the room. The instructor, no soft-hearted man, always forgets to mention that it is vomiting gas.

As soon as the audience is through gasping, the instructor herds them back into the classroom for a lecture on protective clothing and a movie on protective gear and decontamination of gassed areas on board ships. With an Army detection kit, he proceeds to show the students how to detect each gas.

The first day's session closes with instruction on self-administered first aid, using various ointments.

Everybody is in the awkward squad the second day, fitting gas masks over their faces and testing them. When the instructor shoos them into a small building filled



TWO TRAINEES at NAS Alameda emerge from tear gas chamber. Entering with gas mask on, trainee must doff it and get a taste of the gas.

with tear gas, they learn how well they've done.

Once inside, the instructor points them out, one by one. "Remove your mask," he says. "Now, look me in the eye and walk out." The biggest men on the station come out crying.

As if this were not enough, the instructor then reverses the order. Standing outside, each student is

sent into the building without his gas mask on. He is required to walk in, put on the mask properly, and walk out again.

That's the end of the course. Nobody is permitted to flunk out, because too many might want to. But they learn about gas.

Makes you wish the instructor would substitute the tear gas with laughing gas sometime, doesn't it?



QUICK FLIP (left) and student's gas mask is on. Right: Students get a whiff of samples of mustard, lewisite, phosgene and vomiting gases.



TODAY'S NAVY

Naval Aviation Celebrates Its Fortieth Birthday With Lots of Fireworks and Action in Far East

Naval aviation celebrated its 40th anniversary last month in real western style—lots of fireworks and shooting in the Far East.

Such goings-on are the usual order of the day for Navy and Marine fliers over Korea. More than 51,200 sorties over Korea have been flown by Navy and Marine pilots from carriers and land bases, as of 1 Apr. 1951.

Navy and Marine aircraft have averaged six bombing or strafing runs per sortie. They spend an average of 1.3 hours over the target area. About three per cent of the air support sorties are flown by jet fighters, 82 per cent by conventional (piston-engine) fighters, and 15 per cent by conventional attack aircraft.

The total of sorties flown by Navy

and Marine pilots breaks down as follows: about 37 per cent, close air support missions; 19 per cent, attack and sweep sorties; 44 per cent reconnaissance, liaison, air defense and anti-sub sorties.

Here are the results of these sorties (plus 2,500 additional sorties by British naval aircraft fighting with the United Nations forces in Korea):

	De- stroyed	Dam- aged
Bridges	248	299
Enemy aircraft	80	85
Buildings	8,771	2,702
Locomotives	209	204
Railway cars	726	2,037
Trucks & vehicles	2,098	1,390
Warehouses	739	292

In addition an estimated 27,660 enemy troops in Korea have been killed by Navy and Marine Corps airmen.

Radioactive Research

Navy experiments with an atomic-fission product known as radioactive gallium have shown some new promise of relief for sufferers from cancer of the bone.

Bone cancer experiments have been under way for some time, conducted in a joint project of the Naval Hospital, Navy Medical Research Institute, Bethesda, Md., and the Atomic Energy Commission. At this point, there has been definite success at relieving the pain of bone cancer by use of the radioactive gallium.

← The Navy in Pictures

JUST BACK from Korea, men of USS Sicily (CVE 118) who know what blood can mean to an injured man, line the rails of the ship to make their donation (upper right). Upper left: Dean Finley, PN3, of USS Mt. McKinley (AGC 7), pauses on liberty in Nagasaki to amuse a Japanese child. Left center: One of ten sections of a big floating drydock waits to be attached to the other nine to form AFDB 1 at Pearl Harbor. Lower left: In realistic training, phosphorus grenade showers a pillbox as Marine waits with flamethrower at MCS Quantico. Lower right: Chief John Cairns of FASRon 6, Jacksonville, chats with Wave Betty Jane Naylor before passing Navy swim test for second time in his 34-year career.

YESTERDAY'S NAVY



Marine Corps permanently established 11 July 1798 as an adjunct of the Navy. Grade of Admiral of the Navy created and conferred on David Farragut 25 July 1866. Hawaiian Islands annexed by U. S. 7 July 1898.

JULY 1951

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				



MISS SEA DEVIL, Dianne Benn, adds the last touch to USS Sea Devil (SS 400) as the submarine is activated.

Atomic Defense Exhibit

More than 23,000 inhabitants of Kansas, Missouri and Nebraska are now better prepared for any possible atomic attack on their communities, as a result of a locally sponsored Atomic Defense Project operating out of Naval Air Station, Olathe, Kans.

Although basically a travelling exhibit of "still pictures" and charts, the project includes radiological defense lectures and atomic defense

films. Its first appearance occurred more than a year ago, at the Municipal Auditorium in Kansas City, Mo. To date, the exhibit with accompanying lectures and motion-picture showings has been presented before nearly 100 audiences, consisting of 12 to 2,500 persons each.

For three days during an early 1951 session of the Kansas legislature, the Navy exhibit was on view at the State Capitol in Topeka. Appearances of the display have aroused interest leading to formation of many local civil defense committees in the midwest area.

As 1951 approaches its halfway mark, NAS Olathe Medical Department personnel were finding it difficult to answer all requests for exhibit and speaking appearances.

Hobby Boats Make Rescues

Pleasure craft built in the hobby shop at the Naval Air Station, Minneapolis, Minn., played a mighty useful role when the Minnesota and Mississippi rivers flooded the low grounds of St. Paul, Minn., this spring.

The shop-built boats, mostly outboard motor run-abouts and single banked pulling boats, doubled as APs and AKs. They helped move the occupants of 350 flood stricken houses, their household gear and pets to higher ground. From dawn to late at night for three days the air station boatmen were on rescue duty.

A large raft, hurriedly built and



WINDMILL of 488 toothpicks was built by C. E. Chumley, AA, NAS San Diego, Calif. P.S.—the blades rotate!

supported by six oil barrels, was the largest vessel in the air station fleet. This raft could transport an entire household from low to higher ground in one trip. Power boats built at the hobby shop helped furnish the motive power for this craft.

Research on Flash Burns

During World War II a high percentage of shipboard casualties were burns of the flash type. In an atomic bomb blast, as illustrated at Hiroshima and Nagasaki, burns of this type also take a high toll of victims.

The Navy's interest in prevention and treatment of such burns, because of its vital importance both to the military and to civilians, will be expanded in a new program of research on flash burns—injuries which might result from exposure to an atom blast and other causes.

Extensive studies and tests, sponsored by the Office of Naval Research, will be undertaken by 10 universities and medical schools. The new program will encompass the chemical, physiological and bio-physical aspects of burns. All distortions of natural processes of the body, such as might occur in the wake of blasts, will come under investigation. From the research it is hoped that new means will be developed for treating and protecting military and civilian personnel from flash burn casualties.



RIVER FLOOD which rendered hundreds homeless was fought by NAS Minneapolis sailors who manned their homemade boats and rescued the citizens.

Navy Relief Society

Once again a Navy-wide fund-raising drive is being conducted by auxiliaries and branches of the Navy Relief Society. The 1951 campaign, as in the past few years, covers the period from 4 May through 6 June in commemoration of the World War II Navy and Marine air battles of Coral Sea and Midway.

Typical of fund-raising parties held throughout the U. S. was the two-evening affair in May at Washington, D. C. A ball and program of entertainment at the historic Sail Loft of the Naval Gun Factory attracted many hundreds of officers and guests the first evening, and enlisted personnel and guests the second evening.

The enlisted personnel dance was a revival of a custom started in World War II. Identical stage shows were presented both evenings and included talented performers ranging from seamen to rear admirals. Music was furnished by dance band and orchestra combinations of the Navy Band, Marine Corps Band, and Naval School of Music.

The Navy Relief Society, though closely affiliated with the Navy, is supported entirely by private funds.

Through the years the society's scope of activity has broadened considerably to include various forms of financial and other assistance to deserving living personnel and their dependents. In 1950, outright expenditures came to over \$682,000, and loans without interest totaled more than \$2,000,000.

The society's services also include non-monetary assistance in the form of advice on family affairs, transportation, pay and allowances, housing, and a multitude of related problems. It furnishes free visiting nurse serv-



FRENCH SAILORS try out an azimuth circle on USS Essex (CV 9) while they await delivery of three LSIs which are being converted to gunboats for France.

ices, where needed, as well as professional social guidance where requested.

Sailor Interprets French

Mutual assistance among Atlantic Pact nations can take some odd turns. One sailor at Naval Air Station, Alameda, Calif., assisted a group of 112 Frenchmen as interpreter. In return, he received "roasting ears," soccer training and many heart-felt *mercis* (thank-yous).

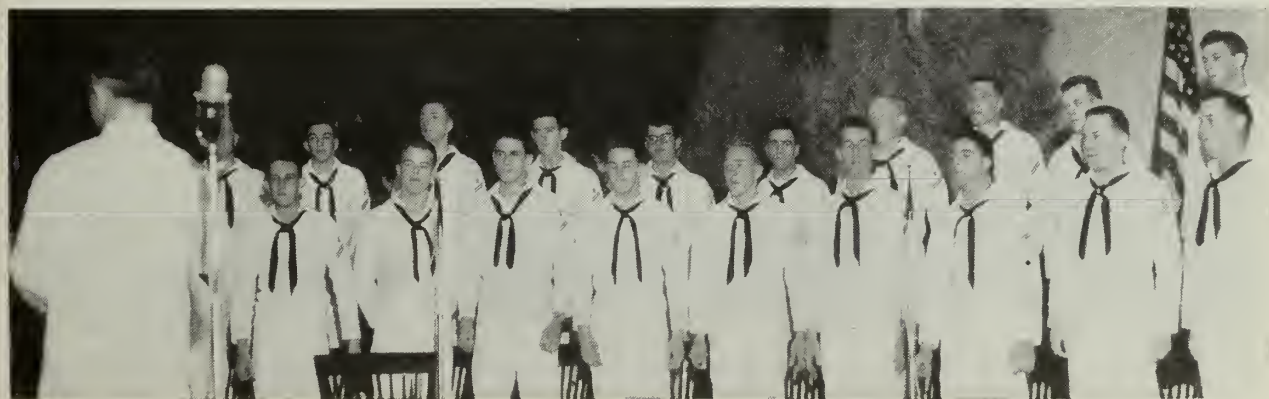
The 112 sons of France were billeted at the air station while waiting for three American LSIs which were being converted to gunboats for them. Things were rough at the air station before Don Grenier, ATAN, USN, was discovered. Grenier comes from a predominantly French-speaking Massachusetts town, and also has

studied French in college. At first he was a little slow and rusty at the *française*, but developed into an excellent interpreter.

People in France don't eat corn on the cob. Therefore, when that item was served at the station, Grenier could have had a couple bushels of it if he had so desired—handed over gladly from the Frenchmen's trays.

There were a couple of minor litches. The French crew tried, without success, to teach the American sailor how to play soccer. Grenier never could get the voluble Latins to speak as slowly as he would have liked.

Grenier is looking forward to the time when he can return the Frenchmen's visit, and when he does he'll be loaded down with a mass of invitations, addresses and places to go.—Dorris Johnson, PHSN, USN.



GLEE CLUB composed of sailors from the School of Music, Washington, D. C., performs at annual Navy Relief Ball.

Night Combat Record

"The "Flying Nightmares," a Korean-based night fighting squadron, is believed to have set a new Navy-Marine Corps record for hours flown in night combat.

This squadron, a part of the First Marine Aircraft Wing, while operating from a base in South Korea between the hours of dusk and dawn compiled a total of 2,010 night combat hours during a recent month.

Two types of radar equipped air-

craft form this squadron. They are F4U Corsairs and F7F Tigercats in about equal numbers.

Truck convoys moving down nightly from the Manchurian border to the Chinese front lines are the chief targets for the night flyers. When the truck drivers turn off their lights to avoid detection, the pilots illuminate the target with flares. During a recent month the "Nightmares" destroyed 395 trucks and damaged another 193.

Naval Historical Foundation

In its first year of operation, the Naval Historical Foundation has presented four exhibitions: the Navy in the times of Commodores Truxtun and Decatur, Ship Models, History of the Marine Corps, and Seapower and Early American History. Displays on Naval Aviation, the Coast Guard and the Merchant Marine are scheduled for the future. Exhibits are housed in the foundation's museum in Washington.

The foundation also sponsors lectures by well-known authorities on naval subjects, publishes historical manuscripts and pictures. It collects materials such as books, manuscripts and objects relating to naval history. Much of its extensive collection of manuscripts has been placed on a long-term loan with the Library of Congress.

A non-profit organization, receiving its financial support chiefly from dues-paying members, the foundation welcomes members from all walks of life who are interested in naval history. One need not be a member of the armed forces to join.

Full information can be obtained by writing to the Naval Historical Foundation, Room 2041, Navy Department, Washington 25, D. C.

Hospital Ship Has Treated 25,000 Korean Wounded

More than 25,000 patients have been treated on board USS *Consolation* (AH 15) during approximately seven months in the Korean theater, establishing a record for hospital ships in this conflict, and possibly an all-time record for ships of mercy.

Another achievement of *Consolation*—thanks to modern medical science—is the fact that better than 98 per cent of all wounded U.N. fighters treated on board have recovered.

The story of the big, white mercy ships and the work and accomplishments of their medical staffs, enlisted hospital personnel and crews was reported in ALL HANDS, April 1951, p. 2. Dubbed by GIs as the "Gallopig Ghost of the Korean Coast," because of her eerie night-view, *Consolation* served her mission alone for almost four months.

Operating most recently off

Pusan, she has been nicknamed anew by thankful GIs—"the Pusan Bathhouse." She has been taking aboard U.N. soldiers for much sought after showers and a fresh change of clothing.

Highlighted in her long record of battle accomplishments which earned a mark of "Special Credit," and won for her the Battle Efficiency Pennant, are such feats as taking aboard nearly 2,000 wounded at Pusan, where GIs fought a bloody battle for survival against tremendous odds.

Around Inchon, *Consolation* handled over 1,000 cases. At Wonsan, where GIs fought to take the city, the mercy ship treated nearly 1,500, and at Hungnam where brilliant defensive and equally efficient naval action permitted withdrawal of the Tenth Corps when cut off by hordes of Chinese, *Consolation* treated a record-breaking 2,000.



HARDWORKING USS *Consolation* may have handled more casualties than any ship in Korean waters. Platform for helicopters is being planned.

Measuring Body Heat

Navy doctors have developed a new type of calorimeter—a device which measures the amount of heat given off by the human body.

A metal boxlike structure, the instrument is lined on the inside with a plastic material containing hundreds of "thermocouples" or electric thermometers wired in series. This lining is called the "gradient layer." The patient or source of heat is placed inside the calorimeter "box" which continuously measures and records, in calories per second, the total amount and the individual fractions of heat lost in several different ways by living bodies. It responds to changes in temperature within 30 seconds.

Another gadget, a "radiometer," is used to determine the patient's body surface temperature. It is in the form of an inner lining on the "gradient layer," somewhat like wallpaper, and records the heat radiated from the body in 3 seconds—either in calories per second or degrees Centigrade.

By adjusting the temperature lev-

els on the walls of the calorimeter, the air the patient breathes while inside the device, and by controlling the amount of moisture in the air, scientists can simulate for study almost every atmosphere in which man lives.

Enlisted Fighter Pilots

"The Flying Chevrons" is the nickname of six enlisted Marine Corps fighter pilots attached to a squadron based on board *uss Bataan* (CVL 29). They are making a name for themselves in air operations over Korea.

These six sergeants have flown more than 500 missions since their arrival in the Korean area last September.

Enlisted Marines flying fighter planes in the Korean theater are something of a rarity in the armed forces. There are only about 30 non-coms in the Marine Corps assigned to fighter pilot duty in the Far East.

Other missions the sergeants carry out in their F4U *Corsair* fighters are reconnaissance and bombing. All six agree that of all their missions against the enemy those over the Chosin Reservoir have been the toughest.

There, it seems, the enemy wasn't wise to what a *Corsair* can do. Said one of the sergeants, "We'd napalm them, strafe them and let loose with 'daisy-cutters.' They didn't try to hide. They just kept coming."



COMMENDED — C. A. DeVirgilio, ME3, was cited for snuffing fire in *Manchester*, a ship dad helped build.



PLANK-OWNERS of eight years' standing, Orville Cox, BM1 (left) and William Ashford, BTC, hold 8 flag. Both have been with ship since commissioning.

Flight Trainers in Trailers

Like many other things in this restless age, the famous and wonderful on-the-ground trainers for Navy pilots are taking to the highway.

One of the newest trainer models is designed to simulate—in instruments, controls and "flight characteristics"—the Navy F3D jet fighter. It teaches cockpit familiarization, ground and air engine operation, power settings for varying conditions, day and night instrument conditions, navigation by radio, and crew coordination between pilot and radar operator.

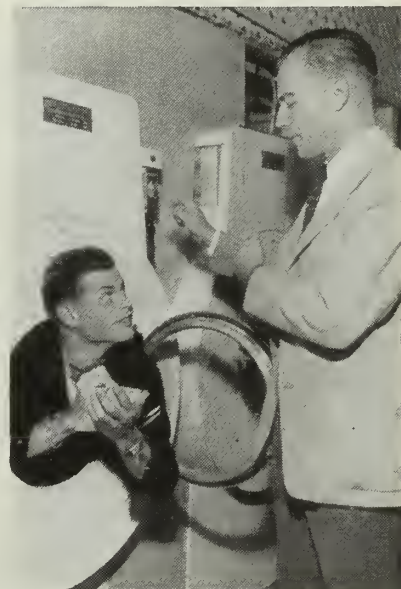
Like earlier trainers, the new trailer-borne units are basically a product of the Navy Special Devices Center, a division of the Office of Naval Research.

While designed primarily for advanced pilot training, the new F3D trainer is also valuable for coaching radar operators. An auxiliary trailer, equipped with radar signal-generating equipment will be used with the traveling flight schools.

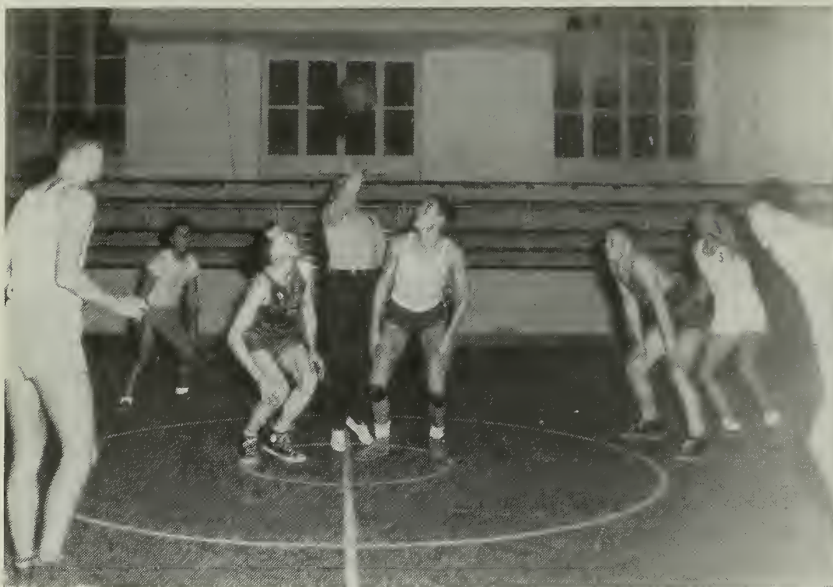
Modern on-the-ground flight trainers can do virtually anything a plane can do, except fly. The pilot is surrounded by the instruments, the sounds, and—in most respects—the "feel" of flight in the type of plane simulated. Control problems vary with all the variables of actual flight, such as changing fuel load and armament load, weather conditions such as wind, clouds and freezing rain, and all the reactions of pilot error.

The big difference: Nobody is killed or injured, expense is low, and the instructor can change conditions at will. Also, the "flight" can be halted at any time, instantly, for correction or discussion.

The F3D jet trainers (four in number) are installed and operated, like all new operational flight trainers, in van-type truck semi-trailers. If they are to be used in one spot for any considerable length of time, the trailers can be detached from their trucks.



CLEAN SCOOP—L. R. Jackson, SA, USN, Navy reporter, gets the inside dope on new San Diego laundromat.



BASKETEERS from USS *Columbus* (CA 74) take on the Italian Sports Club in Naples. While its ship was in the Med, the team compiled 30 wins in 40 games.

'Fastest' Ship Gets Overhaul

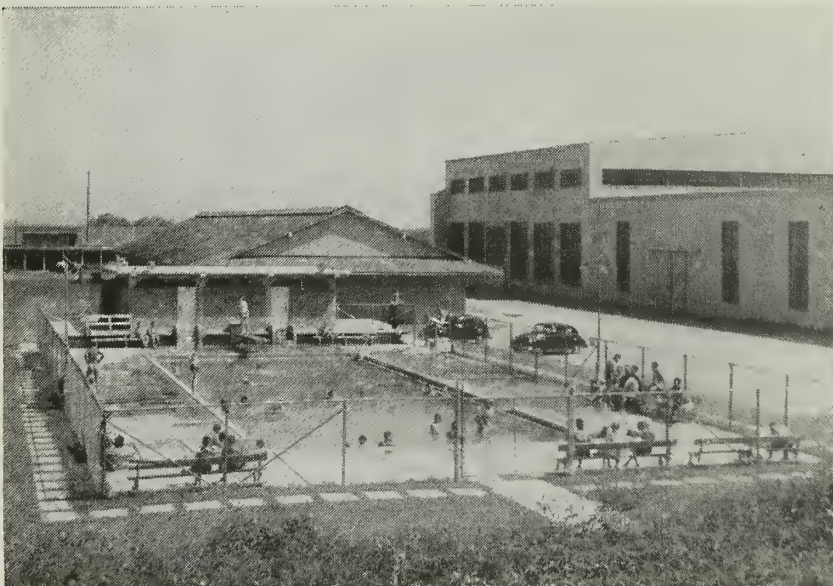
"The fastest ship in the Navy" was unfastened the other day. The 64-year-old *Reina Mercedes*, stub-masted and "housed over," was towed from her near-perpetual berth at the Naval Academy to Norfolk for her first overhaul in 11 years.

Reina Mercedes, the academy's station ship, was built at Cartagena, Spain, in 1887. She was a three-masted schooner, with steam power to assist her sails or substitute for them. She served as an unarmored cruiser under the Spanish flag until

sunk at Santiago, Cuba, during the battle of Santiago on 4 July 1898.

During March 1899 the 278-foot ship was raised and towed to Norfolk by the Americans for overhaul and conversion for use as a barracks ship. Since that time she has been a unit of the U.S. Navy.

While absent from Annapolis, the old queen is being replaced by the floating barracks *uss APL 57* from the Naval Air Facility across the Severn River. Soon she will be back, a landmark and a useful object at the Naval Academy.



COOL DIP in their new swimming pool is enjoyed by personnel at NavSta, Trinidad. Resourceful base Seabees did all construction work on the pool.

Globe-Trotting Cagers

While cruising in the Mediterranean, the globe-trotting cagers of USS *Columbus* (CA 74) posted an impressive basketball record of 30 wins in 40 contests.

The cruiser courtmen, taking on local teams in cities of Turkey, Greece, and Italy, consider one of their major accomplishments their 51-38 defeat of the Turkish Naval Academy.

Marines Are Top Bowlers

The 1950-51 Atlantic Fleet bowling championship was won by keggers of the Atlantic Fleet Marine Force, Second Division, who gained 24 points out of a possible 28 in this year's playoff of the round-robin matches.

In the alley-tourney finals rolled off at Norfolk, the runner-up spot was taken by AirLant, followed (in order) by ServLant, PhibLant, CruLant, SubLant, MineLant, and CincLant.

New Rifle Range Record

A new rifle range record has been set at NTC San Diego by a recruit who scored 179 out of a possible 180.

The new mark, established by Nesbit B. Sills, Jr., SR, usn, shattered a record of 178 which had stood at the Elliot Annex range and the old range at Camp Mathews for the past three years.

Sills, whose hometown is Knapolis, S. C., chalked up the new record on the last day of training his recruit company received on the firing range.

Named to Judo Committee

Along with the increasing interest among service personnel in the art of judo, comes the announcement that two Marines have been named to the AAU National Judo Committee.

Captain Don Draeger, usmc, of Norfolk, Va., and Corporal Frank Hubbard, usmc, of Camp Lejeune, N. C., both judo experts and the only armed services representatives on the national committee, will be responsible for stimulating further armed forces participation in the sport and for studying the possibility of staging national senior and junior championships.

Recruit Rifle Record

A new Marine Corps rifle record for recruits was set at MCRD Parris Island, S. C., by Pvt. Harold M. Austin, Jr., USMC, who on qualification day fired a 240 out of a possible 250.

Although the 22-year-old marine from Long Lake, N. Y., had for years been an experienced rifle shot prior to entering the service, he established the new record with an M-1 rifle, a model which he had never fired before enlisting in the corps.

Bluejacket Grapplers

Matmen of Naval Training Center, San Diego, Calif., have proved themselves one of the armed services' outstanding wrestling teams of the year.

The powerful squad of grapplers won 10 consecutive dual meet triumphs and five straight tournament victories, one of which was the 11th Naval District championship.

Competition in which the NTC Bluejackets matched muscles included the National Junior AAU Wrestling Tournament at San Diego State College where they took four titles.

The clean-slate season ended with the Bluejackets gaining an 11-8 upset in a match with a team of Japanese national champions, each of whom is not only a wrestler but a holder of the "Black Belt," the top class in judo competition.



BIG LEAGUE star Dave Philley talks shop with PhibPac's Jim Raile, FA, (left) and Cpl. Norm Straass, USMC.



CLOSE PLAY at home is called as Umpire George Barr (white shirt) shows finer points to sailors attending first school for umpires in Far East command.

Three-Way Shut Out

In one of the most masterfully pitched ball games ever witnessed at Naval Air Station, Memphis, Ted King, the Hellicats' hurler, produced a seven-inning, no-hit, no-run, no-man-to-reach-first exhibition in which Memphis shut out Delta State College 9 to 0.

Only one Delta batsman was able to lift a ball out of the infield, and a Hellicat outfielder was right there to welcome that one. Of the other 20 men to face King, eight struck out, nine went out on infield grounders, and three popped out to the infield.

As if that wasn't sufficient for a one-man performance, King in his two times at bat rapped out two singles, knocked in two runs, and added another to his team's total by being batted in himself.

Sailor Second in Marathon

It looks as though a Quonset Naval Air Station distance runner is approaching his goal of winning the historic Boston Athletic Association Marathon.

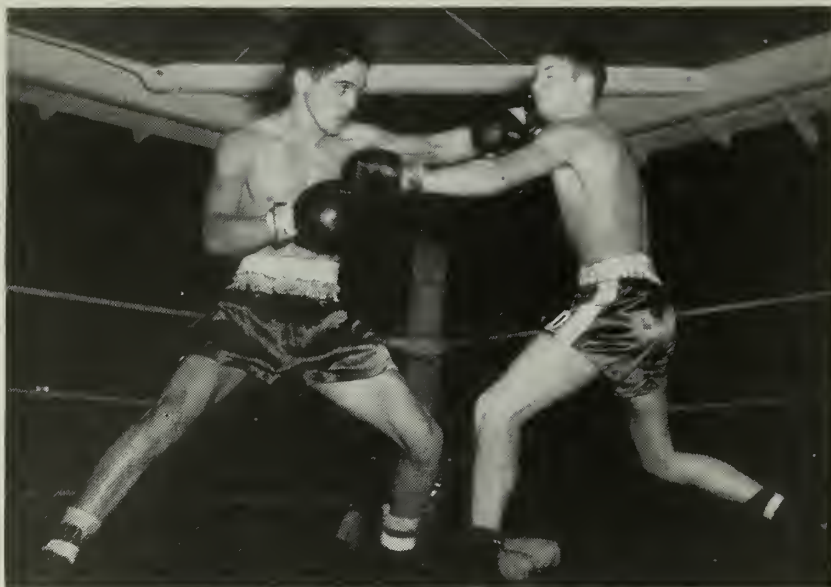
Two years ago, John Lafferty, AD1, usn, entered the 26-mile 385-yard race and finished 24th in a field of 185 of the world's best endurance runners. Competing again last year, Lafferty edged his way up to fourth place behind three Korean runners to lead all American entrants in a field of 139 across the

finish line. This year, the 33-year-old aviation machinist's mate again bested all other American runners by taking second place behind Shigeki Tanaka from Hiroshima.

Lafferty, who does his training at Quonset after his duty hours at the Recreation and Athletic Department, had added to his long-distance triumphs less than a month before the Boston run by winning the annual 15-mile road race sponsored by the Firestone War Veterans' Association at Hamilton, Ontario.



SALTY ANGLERS proudly display results of 30 minutes of thrilling spear fishing near Santurce, in Puerto Rico.



LEFT HOOK to the jaw by Domingo Manzon jars Davey Day in final feather-weight bout at NOB Guam. Day won the championship by unanimous decision.

New System of Boxing

Sailors on Guam have set up a new system of boxing competition that is really packing 'em in at the matches.

Until recently, boxing champions of the area were crowned in a yearly tournament and held their titles for the next 12 months. Now the champs can't rest on their laurels all year, but must defend their titles every three months.

The rating system provides for championship fights each quarter-

year, with the title holder in each weight division defending his crown against the leading contender. Contenders may challenge each other at regularly scheduled smokers during the three-month interval between championship fights. Thus a boxer must defeat every contender rated above him in order to get a shot at a title bout.

The new system is expected to raise the popularity of Navy boxing to a par with baseball and football. In the first tournament held under the revised method, the Naval Operating Base boxing arena was packed with a more-than-capacity crowd, even though heavy rain fell that night.

Telegraphic Bowling Champs

This year's Armed Services YMCA Telegraphic Bowling Tournament was won by 9th Naval District Headquarters keglers who compiled a 2996-pin team score to out-roll some 150 other Navy and Marine Corps entries from around the nation.

Top pinman for the Great Lakers was Lieutenant Commander Robert Hart, USN, with a 623 series. Samuel Gorrell, PNSN, USN, and Thomas Ramsey, YN2, USN, were second and third on the list with 599 each. Lieutenant Francis Olson, USN, with a 590, and Lieutenant Warren Miller, USN, with a 585, were the champs' other bowlers.



TRACK STAR Warren Walton, SA, Coronado Amphibs, holds schoolboy dash records close to Jesse Owens.

Bullets Scare Bombers

The Green Cove Springs (Fla.) "Bullets," softball champs of the 6th Naval District for the past two years, handed the nation's top-ranking Clearwater "Bombers" a scare while holding them to a one-run-margin win in a night game at Clearwater, Fla.

It was a 4-3 victory for the "Bombers," but had it not been for a shaky start on the part of the "Bullets," during which errors handed the "Bombers" three unearned runs, the Green Covers might have turned the tables on the Clearwater ballers.

After the disastrous (for the "Bullets") third and fourth innings, the Green Cove team settled down and practically played the highly-rated "Bombers" off their feet for the remaining five innings, but their rejuvenated performance came too late to pull the close one out of the fire.

State Pistol Champs

A quartet of NAS Alameda sharpshooters are the new California state .22 and .45 caliber pistol champs.

Matching shots with the state's top-ranking deadeyes, the Alameda Hellcats became the station's first team to be successful in a state-wide match.

In addition to the team titles, a number of individual honors were brought back to the air station.



SKEET SHOOTER J. B. Raborn, Jr., AOC, stays in championship form by potting clay pigeons from ship's stern.

Servicewomen's Softball

Army, Navy, Air Force, Marine Corps, and Coast Guard stations within a 200-mile radius of Norfolk, Va., have entered teams in a servicewomen's softball league.

The powder-puff championship will be screamed off in a 22-game schedule to be played on the various armed forces diamonds of the area.

Basketball in Japan

A Tokyo Battalion Basketball League championship has been won by cagers attached to Commander Naval Forces, Far East, headquarters. The victorious task force team which won 14 of its 16 games was presented bronze statues for the championship and sportsmanship awards.

Inter-Service Sports in Japan

An Inter-Service Sports Association, representing 10 Far East major commands in the Tokyo-Yokohama-Yokosuka area, has been organized to provide high-level athletic competition for participants and maximum interest for spectators.

The executive committee of the association appointed minor committees which have scheduled inter-service competitive tournaments in baseball, softball, volleyball, basketball, football, tennis, and boxing.

Marine Boxer Is World Champ

Kenny Davis, Cpl, USMC, sensational 21-year-old boxer of Camp Pendleton, Calif., and 1950 All-Navy title holder, reached the peak of his squared-circle career by winning the amateur featherweight crown of the world.

The 126-pound gladiator from Clarendon, Texas, who has won many Golden Gloves matches and sportsmanship honors, annexed his world's-champ belt by TKO'ing Pauli Dufva, Finland's titlist, in the first round of their bout in the U.S.-European amateur world championship bouts at Chicago.

As evidence of Davis' superb ringmanship, such experts as former heavyweight champions Gene Tunney and Joe Louis, both of whom have seen the Marine fighter in action, say he is one of the greatest featherweight fighters they have ever seen.

SIDELINE STRATEGY

When your ship pulls into one of the South American ports, you can expect to be challenged by a local athletic team. Down there the people are red hot for sports competition with U.S. sailors. They play hard and like to win—especially over *Norteamericanos*.

Favorite sport of the South Americans is soccer, or "futbol," and huge crowds of 100,000 or more turn out for these contests. They excel in polo—Argentina's teams are world famous. The South Americans also do all right in such popular U.S. sports as baseball, basketball, and swimming, as Navy teams who have played against them will testify.

★ ★ ★

A Naval Reserve CPO pistol expert, holder of more than 1,500 medals and trophies for revolver shooting, including awards won as a member of the winning 1948 U. S. Olympic team, is stationed at U. S. Naval Station, San Diego. He is Frank R. Chow, TDC, who is interested in forming an 11th ND All-Navy pistol team. Chief Chow is quartered, most appropriately, at the CPO Mess.

★ ★ ★

The name of the week: Golfers at Naval Air Missile Test Center and NAS Point Mugu, Calif., competed in the Flutter Putters Spring Invitational Cow Pasture Pool Tournament.

Out in the Philippines they have softball weather the year around, and service teams trample the diamonds from January to December. From Subic Bay, Luzon, where an armed forces softball tournament was held, comes an incredible tale of iron-arm pitching.

Jack R. Miller, RMSN, of the Naval Station, Subic Bay, softballers, pitched a total of seven games in three consecutive days, compiled a record of six wins and one loss. On the first day of the tournament he pitched three complete games, winning two and losing the third. On the second day of the tournament he pitched and won one game. On the third and final day of competition he pitched and won four complete games. Miller allowed only 18 hits in his first five games, scored one shut-out.

By his herculean tour on the mound, Miller won the championship for his team.

★ ★ ★

Almost everyone in the Navy actively engages in one or more of the various forms of sport, or has better than a passing interest in same. Almost everyone, that is, except a seaman named James Franklin Slone whose nearest approach to athletic activity is ballroom dancing. "So what?" says you. So this, says us—James Franklin Slone is a Wave.—Ernest J. Jeffrey JOC, USN.



THE BULLETIN BOARD

25 July Is Cut-Off Date For Beginning Training Under GI Bill Benefits

Most World War II veterans who plan to take advantage of educational benefits under the GI Bill (Servicemen's Readjustment Act or Public Law 346, 78th Congress, as amended) must be enrolled in a course of study before 25 July 1951—the "cut-off" date for beginning training. This includes most World War II veterans now on active duty with the Regular Navy.

If you are not already enrolled in a course and intend to make use of your educational benefits, you should apply immediately at the school or college of your choice so training can be started as soon as possible.

According to law, veterans must begin their courses within four years from the date of their discharge or four years from the end of the war, whichever is later. The Veterans Administration has interpreted this to mean four years after discharge from the last period of service entered into prior to 25 July 1947, or the end of the war—whichever is later. For GI Bill purposes, the end of World War II has been set at 25 July 1947.

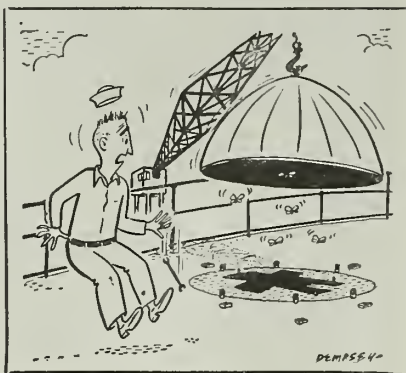
World War II veterans who enlisted or reenlisted in the Navy—but not the Naval Reserve—under the Voluntary Recruitment Act, Public Law 190—between 6 Oct 1945 and 5 Oct 1946—not only have four years from the date of their discharge from such enlistment in which to enroll but may count all of their enlistment period under P.L. 190, even that portion after 25 July 1947, in determining the extent of their entitlement.

The Veterans Administration has

Road Signs in Korea Aid Safe-Driving Campaign

"Drive carefully—the guy you hit might be your relief."

That's the advice on many roadside signs in Korea. They were put up by the First Marine Aircraft Wing in Korea in an effective safe-driving campaign.



also made certain rulings which will apply after the individual veteran's cut-off date. For example, veterans who interrupt their training to return to military service or veterans now on active duty who are forced to interrupt their courses because of military duties or transfers, may resume their training within a reasonable period after their release from active duty or when their military duties permit—but no education will be afforded after 25 July 1956, except in the case of the P.L. 190 enlistee. These veterans may also change from part-time to full-time courses in the same field if they wish.

Veterans taking correspondence courses will not be allowed to switch to classroom training even though the classroom training would be in the same field as the correspondence training. If a veteran has already begun a classroom course of study, however, he may take additional courses in the same field by correspondence. The basic course must have been started before his cut-off date.

Once a veteran completes or discontinues a field of study after his cut-off date he may not start another. Courses interrupted for reasons beyond the veteran's control—such as by summer vacations or reasons of health—are not considered as interrupted.

The GI Bill program will end for most veterans on 25 July 1956—nine years after the end of the war. Veterans who enlisted or reenlisted under P.L. 190, between 6 Oct 1945 and 5 Oct 1946, however, have nine years from the end of that enlistment in which to complete their training.

New-Type Fitness Report For Officers to Be Used On and After 1 July 1951

New forms for reporting on the fitness of officer personnel are now available at usual supply sources and are expected to be used for all reports submitted on or after 1 July 1951. They mark a return to the type used during the early years of World War II.

Numerical marks on a scale of 0 to 4.0 will be used to rate the officer's performance. The new form does not require a comparison by percentage with other officers in the same grade.

In compiling statistics on reports filed under the old system, it was learned that—taken as a whole—the reports did not fit the "normal curve" of distribution because most officers were rated in the upper fourth of the "curve."

The new forms are single sheets, printed on both sides, of a more convenient size—eight by 10½ inches. There are no supplementary sheets. The old report was printed on one side only and was eight by 14 inches, with two supplementary pages. The new forms are printed in pads of 75 report forms, 75 work sheets—which the senior officer may retain in his files—and an instruction sheet.

New Assault Landing School Opens at Coronado, Calif.

Demonstration of the value of assault landings during World War II and recent Korean operations resulted in the establishment of another new school at Coronado, Calif., to train selected officers and enlisted men for this highly specialized job.

The newly activated Amphibious Force Beach Group School of the Pacific Fleet will schedule nine-week classes providing instruction and training of men assigned to headquarters units, boat units, beachmaster units and amphibious Seabee units.

In addition to the new school, the Navy's amphibious training establishment at Coronado, Calif., includes five specialized schools for

Naval Gunfire Support, Air Support, Landing Craft Control, Communication and Intelligence.

Purpose of the schools is to achieve greater efficiency in various phases of unified armed forces amphibious operations. The schools are open to selected Regular Navy and Naval Reserve personnel as well as to assigned units of U.S. armed forces and allied foreign military personnel.

Included in the other amphibious operations are Underwater Demolition Teams. Fifteen weeks of training is provided for these teams. Each type of unit in the field of amphibious operations receives specialized training for its different job while all units receive indoctrination in landing force training.

Five New Class A Schools Established by the Navy

Five new Class A schools for enlisted personnel have been established.

The first of these, a 14-week course for *metalsmiths*, opened at Norfolk, Va., on 23 April. It is scheduled to turn out about 15 trainees every two weeks.

On 7 May, a new school for *molders* was started at San Diego, Calif. Twenty trainees will enter the school every 10 weeks. Half will be selected from graduates of recruit training while the others will come from a returnable fleet quota. The course is 20 weeks long.

Two courses got under way on 14 May. One is a school for *damage controlmen*, at San Francisco, Calif. The course will last 16 weeks and 18 trainees are expected to be graduated every two weeks when the course gets on schedule. Four of the trainees will come from the Pacific Fleet and the 11 from recruit training. The other, a 16-week course for *pipe fitters* at San Diego, is designed to graduate 15 trainees every two weeks: Three from the Pacific Fleet and 12 from recruit training.

The fifth course, for *boilermen*, began at the Naval Training Center, Great Lakes, Ill., on 21 May. This course is 14 weeks long. Two of the 20 trainees entering the school every two weeks will come from the Pacific Fleet and the remaining 18 will come from recruit training.

WHAT'S IN A NAME

Blue Monday

The expression "Blue Monday" generally is believed to have had its origin sometime during the 16th century when Easter Monday (then the Monday before Lent) was designated in parts of Europe (especially Bavaria) as Blue Monday, the churches on that day being decorated in blue and a holiday being observed by those who had worked on Sunday.

In modern times, particularly in the U.S., the term denotes any Monday when, after

a day or two of leisure, task of beginning the new week's work oppresses the spirit. The sailor often regards a Monday with a "bluish" attitude after weekend liberty.

However, the sailors who perhaps had the most practical reason for considering a Monday as blue, or a day of low spirits, were those of the British navy of the early 17th century. One author of those times, in discussing sea punishments in His Majesty's Navy, wrote:

"As for petty pilferings, and commissions of that kind, these are generally punished with the whip, the offender being to that purpose bound fast to the capstan. And the waggery and idleness of the ship-boys are paid by the boatswain with the rod, and commonly this execution is done upon the Monday mornings, and is so frequently in use that some mere seamen and sailors do believe in good earnest that they shall never have a fair wind until the poor boys be duly brought to the chest, that is, whipped every Monday morning."

Sources in this connection indicate that misdemeanors were listed throughout the week, and punishment administered the following Monday.



31 Mar 1952 Is Deadline For Filing POW Claims

World War II prisoners of war and certain civilian internees now have until 31 Mar 1952 in which to file claims for benefits under the War Claims Act of 1948 as amended. A joint resolution of Congress has extended the deadline 13 months.

Ex-POWs can collect \$1 for each day they were held prisoner. Those civilian internees who qualify can collect \$60 for each month of confinement if over 18 years of age at time of confinement, \$25 if under 18. Civilians who were paid under the Missing Persons Act cannot be paid under the War Claims Act but prisoners of war may receive the benefits of both acts, if they are eligible.

Legislation has been proposed that would enable the War Claims Commission to handle claims for personal injury or property damage resulting from World War II incidents. If the Act is amended to cover such claims, POWs and others would

stand to receive far greater benefits than those now available.

Claims forms may be obtained from the WCC, Veterans Administration regional offices and certain state agencies designated by governors. They should be filed with the War Claims Commission, Washington 25, D. C.

Film Features Operation In Sub by Enlisted Man

The prize-winning television film *The Pharmacist's Mate*, will soon be issued throughout the Fleet by the Navy Motion Picture Exchange.

The Pharmacist's Mate is one of a weekly series of prize-winning plays produced commercially and seen on a coast-to-coast TV network. It dramatizes the true story of an emergency operation performed by an enlisted man on board a Navy submarine in enemy waters during World War II.

Procedures Are Revised For the Selection of Naval Aviation Cadets

The procedure for the selection of naval aviation cadets has been revised by BuPers-MarCorps Joint Letter, 2 Apr 1951 (NDB, 15 Apr 1951).

Many of the requirements remain the same but there are three important changes. They are as follows:

- Persons who have graduated from accredited high schools but who have *not* had at least two years of college must pass the USAFI college level general educational test and must attain the following scores on Navy standard classification tests: Navy personnel: GCT plus Ari 120, Mech 58; USMC personnel: GCT 120 PA 116.

- Selection boards will meet at each station and on board each ship to examine applicants. Wherever possible, these boards will consist of three line officers of, or above, the grade of lieutenant or, in the case of the Marine Corps, officers in comparable USMC grades.

- An applicant who is separated from flight training may no longer elect discharge from the Navy but will be retained in the service.

The individual separated from flight training may elect to be retained on active duty in Class V-6, USNR, for a time (including the period on active duty as a NavCad) sufficient to meet the requirements of the then current selective service legislation or—if the person is a former member of the Navy, USMC or USMCR—he may be discharged from the USNR to reenlist immediately in the branch in which he had served in his previous grade or rate and classification, if qualified.

Other qualifications remain the same. Applicants must be U.S. citizens, over 18 but under 27 years

U.S. Sailors Build Own Clubhouse in Korean Port

A new Navy enlisted men's club—a bit of the USA in Korea—is the pride of the crew of destroyer escort *uss Wiseman* (DE 667), a power ship supplying electricity to a port in Korea.

Rice-laden junks at the dock and towering mountains form a picturesque background for the white hats' recreation hall which they designed as a wild west tavern.

Souvenir peddlers, shoe-shine "boy-sans" and pretty girls selling peanuts wait for the sailors to spend "won"—Korean money.

Located on the municipal dock 100 yards from the ship, the rec hall was formerly a customs house.

The ship's recreation committee, realizing the importance of morale in an isolated part of Korea, tackled the task of building a clubhouse. All crew members eagerly supported the plan.

Taking over the deserted structure, the men found that the shack needed windows, heat, paint, wiring, furniture and equipment.

Glass—one of the most scarce items in Korea today—was obtained

after a diligent search by Willard C. Reynolds, Sr., RD2, usn, and Francis M. Lucas, RD2, usn. Painting and replacing the glass windows was done by Reynolds, Lucas, and Charles E. McNeave, RD3, usn.

Charles D. Sullivan, QM2, usn, and Daniel L. Miller, QM1, usn, decorated the walls with signal bunting. Jim A. Maier, SN, usn, and Cecil E. Ringgenberg, SH2, usn, spent two days building movie benches and a bar. Volney W. Kelm, RD3, usn, helped install soft, comfortable backs on the hard wooden benches.

Telephone lines and power jacks were installed by DeWayne L. Higgins, ET2, usn, and Merlyn D. Owen, FN, usn. Charles M. McCaleb, RDC, usn, built the movie screen and Lieutenant (junior grade) Walter A. Smith, Jr., usnr, *Wiseman's* recreation officer, obtained a heater from the Marines.

Entertainment includes music by a native band, expertly coached by the bluejackets.—Felix B. Grosso, JO1, usn.

of age at the time applicant is submitted, unmarried, physically qualified, and with an aptitude for, and an intense interest in, flight training. Service personnel must be recommended by their commanding officers.

Members of Reserve components on inactive duty are eligible for flight training on the same basis as civilian applicants.

4,400 Naval Reservists Given Training Cruises In Atlantic Fleet Ships

Reserve cruises during April, May and June were made available in ships of the Atlantic Fleet for approximately 600 officers and 3800 enlisted Reservists.

The civilian-sailors embarked from three ports—Newport, R.I., Norfolk, Va., and Charleston, S.C. Quotas for the cruises were assigned to the seven eastern naval districts and the Potomac River Naval Command.

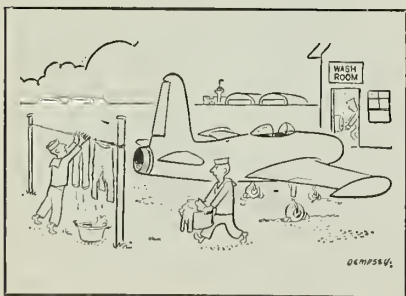
Afloat training for Reservists on the Pacific coast has been restricted since the Korean crisis largely to ships assigned to naval districts for usnr annual training programs.

This summer's schedule for annual Reserve afloat training on both coasts is not as yet completed. However, naval districts will announce available cruises through local publicity. Annual training at shore schools also is available to qualified Reservists on a year-round schedule.

In the field of naval aviation, annual two-week ground training courses have been scheduled for July 1951 through June 1952 for inactive Volunteer Reserve officers. These ground courses are open to both naval aviators (but do not provide for "duty involving flying") and aviation ground personnel.

Limited quotas in aviation ground school will be assigned to Chief of Naval Air Reserve Training for certain Organized Air Reservists.

Application for annual training courses should be made to the com-



mandant of the naval district in which the Reservist resides or to the CNART (whichever maintains the service record). Application should be made at least 30 days prior to the convening date of the desired course. Name a second and third choice of type of training and date, in the event the first choice is not available.

Only certain Volunteer Reservists are eligible to take annual training. Members who have satisfactory attendance records are eligible, along with Reservists who require duty to qualify for advancement, and Naval Academy candidates.

Because of extensive construction work and increased fleet deployments, previously announced schedules for annual training of Naval Air Reservists have been modified. Facilities for annual training duty for Reserve aviation units will not be available at NAS Alameda, Calif., NAAS Miramar, Calif., and in the Jacksonville, Fla., area. However, other facilities will be made available and announced by commandants of the respective naval districts.

Scholarship Open to Son Of Navy/MarCor Personnel

The son of a Navy or Marine officer or enlisted man will be awarded a four-year tuition scholarship, valued at \$2,400, to Rensselaer Polytechnic Institute, Troy, N. Y.

Applicant's father may be a Regular or Reserve officer, petty officer or non-commissioned officer on active duty or retired with pay. The award may be given to the son of a deceased serviceman who was in any of these categories.

Application forms—to be completed by the student and the principal of the high school he last attended—may be obtained from the Dependents Assistance Branch, Bureau of Naval Personnel, Washington 25, D. C. They must be submitted before 20 June 1951. The successful candidate will begin his course in September 1951.

A selection board, consisting of line and engineering officers, will meet at BuPers to consider applicants on the basis of scholarship, class standing, leadership qualities and participation in extracurricular activities.



Which Is Harder—Bullet or a Marine's Head?

"Which is the hardest—an enemy bullet, a steel helmet, or a Leatherneck's head?" That's a question many men of the First Marine Division in Korea have been asking.

Here are a couple of incidents which give rise to the question.

In action against the enemy in Korea, a Marine anti-tank platoon rushed up to give aid to a rifle company pinned down by fire from enemy pill boxes. As the platoon unloaded its 75-mm. recoilless rifles from trucks, bullets from the pill boxes began to buzz around their heads. The enemy fire continued until the white phosphorus shells from the anti-tankers' rifles silenced the Reds.

Lieutenant Harold Coffman, the platoon commander, gave the "cease fire" order. Then he removed his helmet and inspected it curiously. Running his finger over a quarter-inch dent furrowed by an enemy slug he said, "I thought I felt something funny."

Following his platoon commander's example, Corporal Benjamin Bradshaw removed his camouflage helmet cover and ran his finger through two holes in it—the in-bullet and out-bullet holes.

Staff Sergeant James Rogers

joined the other two. His helmet wasn't nicked, but his head was. A mass of dried blood covered his right eyebrow.

The pay-off, however, belongs to First Lieutenant Fred J. Fees, Jr., a Marine fighter-bomber pilot attached to the First Marine Division in central Korea. He was acting as forward air controller with the forward elements of an infantry battalion.

During the initial assault on Hoengsong he was calling in air support sorties on enemy strong points.

In the middle of the strike which he had talked in, a sniper scored on Fees, with a bullet entering one side of his face and emerging from the other.

Fees was later evacuated by helicopter to a rear area. There it was discovered that the sniper's bullet entered his right cheek, passed through his throat and bored through his left jawbone.

Four days later, after a jaw wiring job done on board a hospital ship in Pusan harbor, Fees paid a visit to his friends at First Marine Aircraft Wing headquarters. His only complaint was a slightly sore throat.



New Uniform Code of Military Justice Replaces Navy's "Rocks and Shoals"

A new Uniform Code of Military Justice went into effect on 31 May, a little more than a year after the act which authorized it was signed by the President.

This new code applies uniformly to all the services, including the Coast Guard. It replaces "Rocks and Shoals," the Articles for the Government of the Navy, and also replaces the Articles of War.

Apart from the code itself, the governing publication relative to the administration of the law is the *Manual for Courts Martial, United States*, 1951. This publication has already been distributed on a service-wide basis and, in effect, takes the place

of *Naval Courts and Boards*, 1937, and of *Naval Justice* (NavPers 16199 and 16199A.)

The new code is a unification measure growing in part out of the findings of various committees appointed by James Forrestal when he was Secretary of the Navy. Later a committee appointed by Mr. Forrestal in the capacity of Secretary of Defense prepared the uniform code for congressional action.

The provisions of the new code, says Admiral Forrest P. Sherman, USN, Chief of Naval Operations, "will afford greatly increased protection to rights of the individual, and thereby will serve to promote justice."

The charts below show the organization of the new code in the naval establishment. Here's a brief summary of the important changes in the code, as outlined by the Chief of Naval Operations:

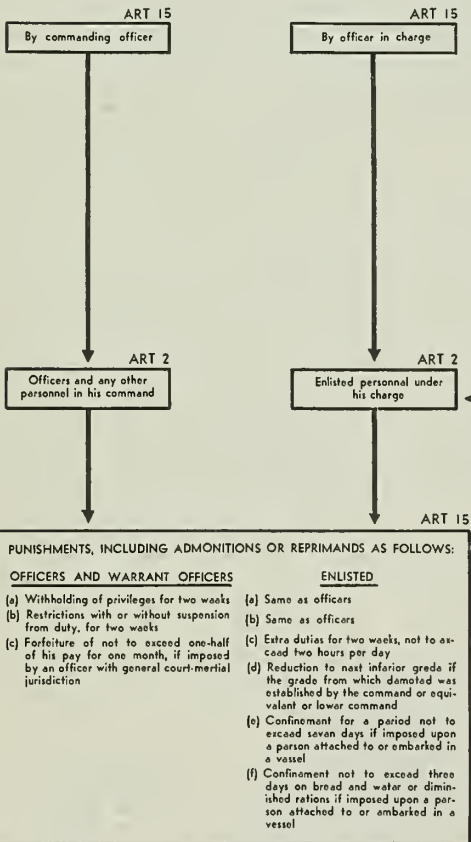
- The former deck court is now replaced by a summary court-martial; what was formerly called a summary court-martial has been replaced by a special court-martial. The general court-martial is retained.

- Also retained is command-ing officer's punishment ("captain's mast"). The power of COs in meting out punishment are somewhat reduced generally although COs may now impose a fine on officers if they

AGENCIES ADMINISTERING MILITARY JUSTICE

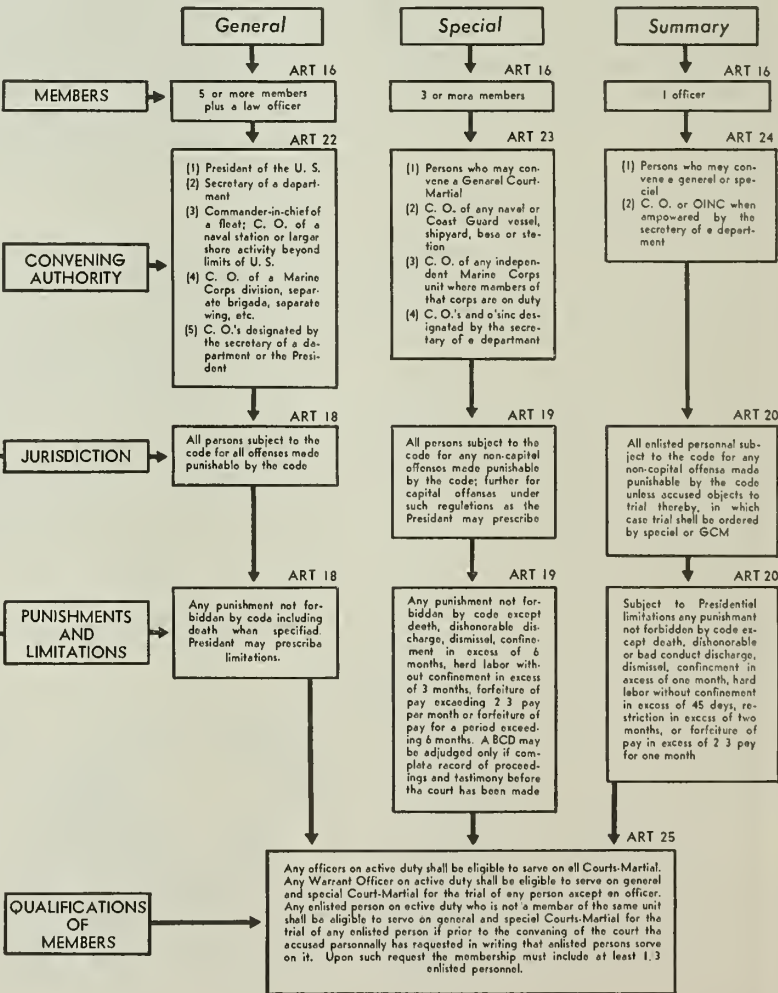
NON JUDICIAL

Commanding Officers Mast



JUDICIAL

Courts-Martial



are authorized to convene a general court.

- The composition of a general court is substantially as in the past, except that a law officer has been added.

- Also, if an enlisted man is given a general or special court-martial, and if he so elects, there must be enlisted representation in the membership of the court-martial.

- The powers of courts-martial are substantially the same as those of their former counterparts, except that a special court has been given added power to award confinement of up to six months.

- The jurisdiction of courts is substantially as in the past except that special courts will have jurisdiction of officer cases and of capital cases governed by presidential regulations.

- An individual has a right to counsel of his choice at pretrial investigations as well as at trial by general and special courts and at governing publication relative to the hearings designed to determine whether an individual's probation should be revoked.

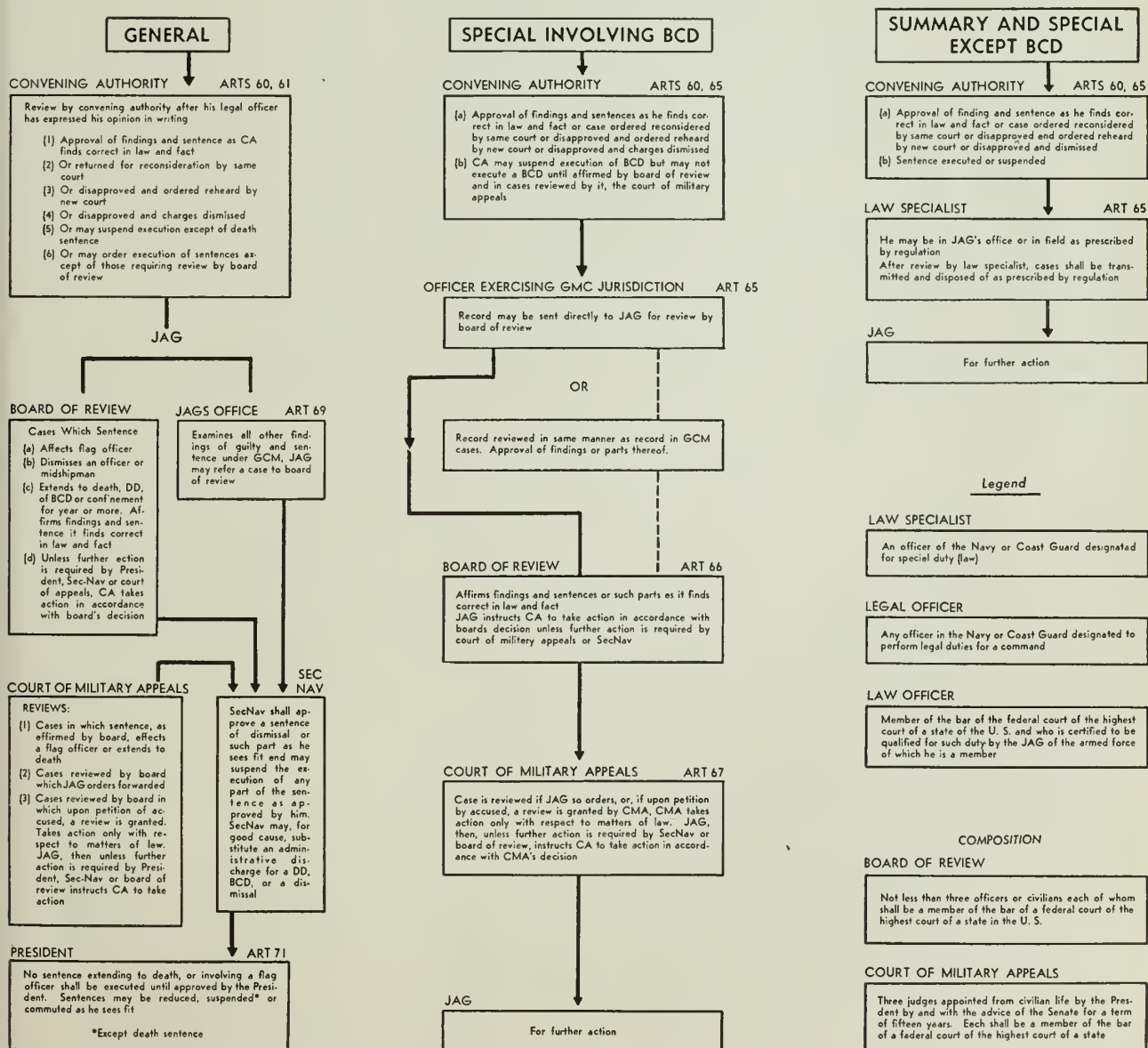
Reviewing procedures have also been radically revised, providing increased protection to the rights of the individual.

USMCR EMs May Transfer To Regulars in Same Rank

Enlisted Marine Corps Reservists on advice duty may now become Regulars without loss of rank or precedence. The opportunity to transfer to Regular Marines also applies to women Reservists. Details were announced in Almar 15.

Men between the ages of 17 and 31, and women 18 to 31 on active duty are eligible to apply for the Regulars. Those over 31 may qualify if their total active duty time deducted from their age is 31 or less. Enlistments are for 2, 3 or 4 years.

REVIEW OF COURTS-MARTIAL



Eligibility Requirements Listed for Enrollment in Officer Candidate School

Eligibility requirements and procedures for enrollment in Naval School, Officer Candidate, Newport, R. I., have been outlined in BuPers Circ. Ltr. 66-51 (NDB, 30 Apr 1951).

A special transitory rating of officer candidate (OC) was established for enlisted members of the Naval Service selected for this school (see ALL HANDS, May 1951, p. 42).

Appointments as ensign, USNR, and active duty orders will be delivered to candidates upon successful completion of the course.

Commanding officers are authorized to forward applications from eligible enlisted male members of the Regular Navy and Naval Reserve who are serving on active duty within their command and appear to meet the following qualifications:

- Must have reached their 19th but not their 27th birthday at the time of application.
- Must be a graduate of an accredited college or university with a baccalaureate degree (four-year college course) and must have completed mathematics through trigonometry.
- Must be a citizen of the U.S. by birth, or a naturalized citizen for a period of at least 10 years during

which applicant has resided continuously in the U.S.

- Must be physically qualified by standards set forth by the Medical Department.

- Must have been serving on active duty at a permanent duty station for at least two months. Qualified personnel who are in service schools are eligible to apply if they are attending a course of two months or more duration.

- Must have at least six months' obligated service under current enlistment upon receipt of orders to school in order to be eligible. Men having less than the required obligated service are authorized to extend or reextend enlistments voluntarily for a period of one year if the aggregate of the extensions does not exceed four years in any single enlistment.

Men who wish to be considered for appointment should submit a written request to their CO, briefly outlining their qualifications.

These qualifications will be reviewed by the CO, who will direct the man to be physically examined if he appears to be qualified. Men who do not meet requirements will be informed in writing by their CO.

Waivers of any physical or educational qualifications should not be requested either by the applicant or his CO.

If the applicant is physically qualified, the CO will direct him to take steps to obtain the required documents to substantiate his qualifications. These include, among others, a birth certificate or naturalization papers, transcripts of college work, an active duty agreement and evidence of change of name if the name on the birth certificate is not exactly as it appears in the service record and on the application form.

A board of three officers will assess the personal qualifications of the applicant in accordance with instructions printed on the back of the "Interviewer's Appraisal Sheet" (NavPers-985).

In the previously mentioned active duty agreement candidates agree to accept a commission, if offered; to serve on active duty in commissioned grade for three years, if required, and to retain commissioned status in the Naval Reserve for a period of eight years.

Certain Changes Made In Enlisted Personnel Procedures by New Code

As the new Uniform Code of Military Justice went into effect, replacing portions of *Navy Regulations* for naval use, it necessitated certain changes in enlisted personnel procedures. Here are some simultaneously put into effect:

- The term "summary court-martial" will be used in all official publications and records in place of the term "deck court," except where it refers to such tribunals held before 31 May 1951.

- The term "special court-martial" will be used in all official publications and records in place of the "summary court-martial," with the same exception as above.

- The term "non-judicial punishment" will apply to punishments awarded at captain's mast.

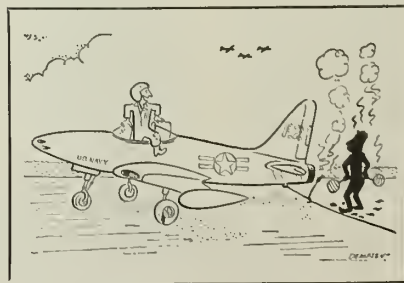
These directions are included in BuPers Circ. Ltr. 63-51 (NDB, 30 Apr 1951), which covers a wide field of matters involving discipline and discharges. While many of the details are of interest primarily to COs and administrative personnel, here is one change of especial interest to all:

Except in the case of CPOs, permanent appointment, a CO can now reduce an enlisted person to the next inferior rate or rating regardless of whether he himself has previously effected the advancement. This he can do as a non-judicial punishment at captain's mast or upon finding that the person concerned isn't qualified to hold the rate or rating he holds. Formerly, a CO could reduce an enlisted person in rating only as a punishment and only when the enlisted person had been advanced to his present rate by the same command.

Deadline 30 June 1951 For Connecticut Bonus

Deadline for filing claims for the Connecticut veterans bonus expires 30 June 1951. World War II veterans who were "domiciled in Connecticut one year next preceding their entry into the service" must file their applications on or before that date.

Wives (if not remarried), children and parents may file claim (in that order) if the veteran is deceased. Earlier information on the Connecticut veterans bonus is contained in ALL HANDS, February 1950, page 42, and September 1950, page 56. Inquiries may be addressed to Treasurer, State of Connecticut, Veterans' Bonus Division, Hartford 15, Conn.



"Boy! Was that a hot landing."

Resignations Considered From USNR Officers Not Available for Service

Consideration is now being given to resignations submitted by Naval Reserve officers on inactive duty whose age and qualifications minimize their availability for active naval service. This step is being taken to insure that all officers who are retained in Reserve components will be available for active duty in time of emergency.

All USNR officers who consider themselves unavailable for active duty under any circumstances, because of age or other compelling reasons, should submit their resignations so that their status may be clarified.

Resignations from USNR officers whose ages exceed those opposite their rank designated below will be accorded consideration: commander, 50; lieutenant commander, 45; lieutenant, 40; lieutenant (junior grade), 36; ensign, 34; warrant officer, 40.

Resignations should be addressed to the Secretary of the Navy via the Naval District Commandant and the Chief of the Bureau of Naval Personnel and must contain adequate reasons to support the resignation. Resignations will be given full consideration consistent with the needs of the service.

Provisions of the Inactive-Status List have been clarified and redefined in light of the personnel requirements of the present national emergency and the current expansion of the naval establishment.

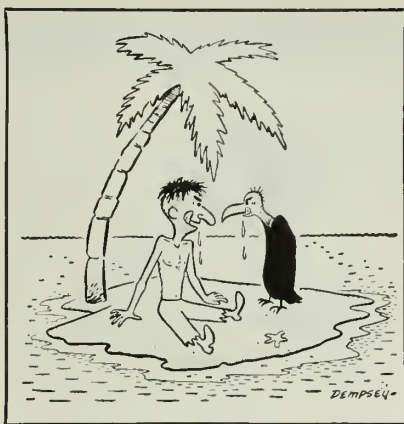
Reserve officers may be transferred to the Inactive-Status List either voluntarily or involuntarily.

- Officers on ISL are eligible to be ordered to active duty under the same criteria as Reserve officers in other categories.

- Officers on ISL will not necessarily be removed from mobilization name lists because they are on ISL. Such officers are not eligible for promotion or to receive training for point credit while on ISL.

- Officers on ISL, upon reporting for active duty, will automatically be removed from ISL.

- Resignations submitted by officers on ISL will not be recommended for acceptance on this basis alone.



Physical Waiver Clarified For USNRs on Active Duty

Many Naval Reserve officers who have returned to active service since the Korean crisis have been concerned by the possibility that physical waivers which they were issued at the time of reporting for duty may affect their future rights concerning retirement for physical reasons.

They also wonder whether such waivers might jeopardize their chances for promotion by adversely influencing selection boards.

Waivers issued to USNR officers who have returned to active duty are currently being recalled and copies are retained only in the officer's medical history and are not entered in his service record. There is consequently no possibility that selection boards could be inadvertently influenced by such unexplained defects or disabilities while reviewing the officer's service record.

When an officer is ordered to active duty with possible defects or disabilities—which might have disqualified him for original appointment but do not affect his ability to perform active service—these defects will in the future be automatically waived without a waiver letter.

The Career Compensation Act of 1949 has amended Public Law 816, 77th Congress, so that physical waivers are no longer a bar to physical retirement. Provisions have been made so that in the event of any future application by personnel for retirement because of disability there will be a full and fair hearing to determine if sufficient disability exists entitling the individual to retirement benefits.

Navy-Wide Examinations For Academy Prep School Will Be Held on 2 July

Qualified enlisted personnel nominated by their commanding officers may compete for entrance to Naval Preparatory School (until recently Naval School, Academy and College Preparatory) at Bainbridge, Md. Navy-wide examinations will be held 2 July 1951.

Enlisted men of the Regular Navy and Marine Corps, and members of their Reserve components who are serving on active duty (except training duty) at the time of the July examination, are eligible for consideration for nomination according to BuPers-MarCorps Joint Ltr. 51-267 of 13 Apr 1951 (NDB, 15 Apr 1951).

Subjects taught at the Naval Preparatory School are substantially the same as those covered in the forthcoming Naval Academy entrance examinations—English, algebra, geometry and U.S. history.

This year's class at the Preparatory School will begin about the first week in September. The course of instruction lasts 28 weeks. At the end of the course the top 160 graduates will be appointed to the Naval Academy by SecNav.

The completed examinations and application forms (NavPers 675) should be forwarded to the Chief of Naval Personnel (Attn: Pers-C1214) in accordance with the BuPers Manual, Article D-2309 (3).

Both examinations and applications should be forwarded as soon as possible after 2 July in order to expedite processing by the Bureau of Naval Personnel.

Assignment of candidates often has been delayed in the past when medical forms 88 and 89 were filled out incompletely.

There are several recommended texts obtainable from naval sources which are useful in preparing for the preliminary exams. These are listed in BuPers Circ. Ltr. 159-50 (NDB, 15 Oct 1950) as amended by BuPers Circ. Ltr. 40-51 (NDB, 31 Mar 1951).

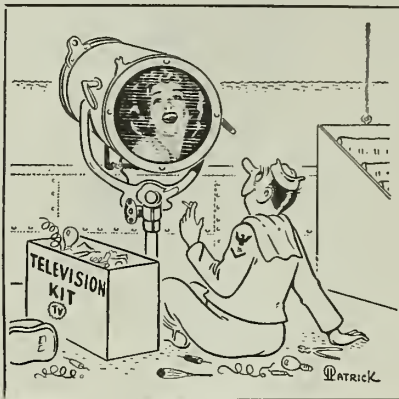
Examinations and application forms may be requisitioned through the district publications and printing offices, ComServLant and ComServPac.

Here's Latest and Most Complete Roundup of Information on Retirement

Here is a roundup of information on retirement—beginning with physical disability retirement, the new rules of which apply equally to officer and enlisted, Regular and Reserve.

Physical disability retirements and separations of both officer and enlisted personnel are now governed by the provisions of the Career Compensation Act of 1949 Public Law 351, 81st Congress. New procedures are now in effect for carrying out these provisions, and are covered in BuPers Circ. Ltr. 20-51 (NDB, 15 Feb 1951). That circular letter is here given almost in its entirety.

The basic purpose of the physical disability retirement law is to provide a means of separation from the active list and from active service of officers and men who became physically disabled. One of the key



provisions of the law is that no member of the service will be separated or retired for physical disability without a full and fair hearing if he demands it.

Four types of administrative boards now set up in the Navy provide such full and fair hearing, whether demanded or not. These are: clinical boards, physical evaluation boards, physical review council, and physical disability appeal board.

Physical disability proceedings are initiated by the clinical boards, or in some cases by medical survey boards. The duty of clinical boards is to evaluate and report on the current state of health of the individual under examination. These boards are each composed of three medical officers and function in service hospitals and other naval medical facilities.

A clinical board may recommend one of the following for a person under examination:

- Appearance before a physical evaluation board.
- Return to duty.
- Continuance of treatment.
- Other disposition as may be considered necessary.

If the individual then goes before a physical evaluation board, it is there that he gets his hearing. In his hearing, he has all the rights of a defendant before a court-martial board and also may file a rebuttal to the recommended findings of the board.

A physical evaluation board is composed of officers with medical and non-medical qualifications, in accordance with SecNav's regulations. There are numerous Navy

and Marine Corps physical evaluation boards located in most continental U.S. naval districts. They are placed about the country in relation to the density of service population in the various areas.

The physical evaluation board makes a "recommended finding" as to (1) whether the individual is fit or unfit to perform the duties of his position by reason of physical disability, and (2) whether or not disability was incurred while the individual was entitled to receive basic pay.

If the person is found unfit to perform his duties, the board establishes a percentage of disability based on current Veterans Administration rating tables. If he is found unfit, *with a disability rating of 30 per cent or more*, here are the various conditions under which he may receive retirement pay:

- If disability was not incurred as a result of misconduct.
- If individual has completed more than eight years of service and was entitled to receive basic pay when disability was incurred.
- If individual has completed less than eight years' service and disability was the proximate result of active duty.

(After 20 or more years of active service, a member may receive retirement pay for physical disability of any amount above "zero per cent.")

If the foregoing conditions are met except that disability is rated at less than 30 per cent, he may be separated from the service with severance pay.

If these conditions are not met, he may be discharged from the service without pay.

Where the recommended finding is that disability is 30 per cent or more, *and permanent*, the member may be permanently retired. If the finding is that disability is 30 per cent or more and *may* be permanent, he'll be placed on the temporary disability retired list. If placed on the temporary disability retired list, he will be subject to a physical examination at least every 18 months for the next five years. Any one of these examinations may result in restoration to active service and status, in permanent retirement, in severance, or

Gunner Meets the Artist Who Put Him on Poster

It's a small world—especially when you're in the Navy.

One day a year ago, Gunner William F. Lade, USN, was walking down the street when he saw a recruiting poster showing a picture of himself in a diving suit. The poster had been made from a painting—and the painting, Mr. Lade thought, must have been made from a photograph taken some 10 years before. For a long time he wondered who had dug up the photo and had made the attractive illustration.

Now he has his answer. Upon returning to Japan after UDT work in Korea, the Gunner Lade was assigned to a room in a BOQ in Japan. Also assigned to the same room was Ship's Clerk Harold F. Kavanagh, USN. Opening a get-acquainted conversation, Mr. Lade mentioned his diving experiences. Mr. Kavanagh said he'd once painted a picture of a diver for a recruiting poster—one of his most successful recruiting posters! Now the gunner knows the person who painted him, and the ship's clerk knows the person he painted.

Chaplain

A beggar, a saint, an old cloak, and a wartime custom of ancient France—all played a relevant part in the origin of our word "chaplain."

History tells us that sometime back in the fourth century a French soldier by the name of Martin, with a group of well-dressed companions, met an unfortunate beggar shivering in his rags on a bitterly cold winter night at one of the city gates of Amiens. All but Martin passed by heedless of the cry for alms. Martin, touched with compassion, opened his purse but found it empty. However, he drew his sword and with it divided his heavy cloak with its ample folds and gave one half to the beggar, keeping the other half for himself. That night Martin in a dream saw Christ clad in that half cloak and was so moved by the vision that he sought baptism. Soon afterwards he abandoned his military career and devoted himself to the church. In time he became the patron saint of France. The "miraculously preserved" cloak of Saint Martin of Tours was regarded as a sacred banner by the kings of France who became accustomed to carrying it onto the battlefield as an inspiration and good omen.



Between wars, the cloak or "cappa" was kept in a movable shrine referred to as a "cappella" (later "chapelle") which term in those days was given to any short cloak, cape, hood, or cowl. The ecclesiastic placed in charge of the sacred relic was called a "cappellanus" or "chapelain." This gave rise in later years to application of the name chaplain to any cleric charged with the custody of relics, or of a chapel where relics were kept. Thus this title of ancient background has eventually come down through the years to be conferred upon the clergymen of today's armed forces.

Chaplains accompanied most of the exploring expeditions sent to the new world. When Francis Drake sailed around the world in his Golden Hinde (1578-1580), among those on board was Chaplain Francis Fletcher, a clergyman of the Church of England, who, it is said, conducted the first Protestant service in the English language in what is now continental U. S. The service was held in June 1579 on a beach located in what is known today as Drake's Bay in Marin County, Calif., about 50 miles north of San Francisco.

Other English sovereigns, following the precedent set by Queen Elizabeth, appointed chaplains to serve on the larger vessels of the British navy. Charles I, for instance, while King of Great Britain and Ireland from 1625 to 1649, appointed a "man of God" to the ships of his English fleet. In those times, chaplains, like doctors, were paid by the ship's crew themselves, the chaplain receiving four pence a month from each seaman. On the other hand, a chaplain was authorized to pay a seaman six pence for each psalm he might learn. This custom could be looked upon as a sound investment on the part of the seaman since it provided him an opportunity not only to get back his four pence, but to realize a petty profit of "tuppence" to boot.

ical members. In controversial cases, it irons out the points at issue in conjunction with the Physical Review Council and the individual being processed. After that, all papers are transmitted to SecNav.

Final action by the Secretary of the Navy may result in one of the following final dispositions:

- Permanent retirement.
- Placement on temporary disability retired list.
- Separation from the service

with authorized severance pay.

- Discharge from service without severance pay.

- Retention in service as fit for duty or for continued treatment.

If permanent or temporary retirement is indicated, the individual is transferred to the appropriate retired list on the first day of the month following that in which his retirement is approved.

So much for physical disability. Here, now, are some facts on retire-

in continuation on the temporary retirement list. He will not be carried on the temporary retired list for more than five years.

Retired pay for both permanently and temporarily retired members is computed by one of the following two methods: (1) By multiplying the degree of disability by the basic pay of the highest permanent or temporary rank or rate satisfactorily held, or (2) by multiplying the number of years of active service by two and one-half per cent of the pay of the highest rank or rating satisfactorily held.

An important exception is that in no case will the pay of temporarily retired members be less than 50 per cent of base pay of such highest rank or rating. The highest rank or rating satisfactorily held is as determined by SecNav.

In addition to making findings regarding the percentage and permanency of disability, misconduct, and similar matters, a physical evaluation board may recommend one of the following dispositions:

- Return to duty.
- Sick leave.
- Awaiting-orders status.
- Continue treatment.
- Other disposition as may be deemed warranted.

All cases are forwarded by the physical evaluation boards to the Physical Review Council in Washington, D.C., for review and recommendation to SecNav as to final action. The council consists of the following administrative heads or their designated representatives acting for them: Chief of Naval Personnel, Commandant of the Marine Corps, Chief of the Bureau of Medicine and Surgery, the Judge Advocate General.

In cases where the Physical Review Council changes the recommended findings of the Physical Evaluation Board in such a way as to affect the ultimate disposition of the individual or to lower the percentage of disability and thereby decrease retired pay, a further review of the case is made by the Physical Disability Appeal Board.

The Physical Disability Appeal Board is also located in Washington, D.C. It consists of five commissioned officers, three of whom are non-medical and two of whom are med-

ments considered from the overall viewpoint.

40 years' service—An officer in the Navy who has been 40 years in active service will, upon his own application, be retired from active service by Sec Nav.

30 years' service—An officer in the Navy who has been 30 years in active service may upon his own application, and at the discretion of SecNav, be retired from active service and placed on the retired list.

20 years' service—

• An officer of the Regular Navy or Naval Reserve who has completed more than 20 years of active service in the Navy, Marine Corps, Coast Guard or their Reserve components—10 years of which was commissioned service—may at his own request at

the discretion of the President be transferred to the retired list.

• An officer or enlisted person of Naval Reserve, except Fleet Reserve, who at age 60 or older has performed satisfactory Federal service for an aggregate of 20 or more years—the last eight years of which was as a member of a Reserve component—will be placed on the Naval Reserve retired list by SecNav, upon application.

• Officers and men of the Naval Reserve, except Fleet Reserve, who have completed not less than 20 years' active service, the last 10 years of which has been performed during the 11 years immediately preceding retirement, will be placed on the honorary retired list with pay at 50 per cent of active duty pay,

if they so request such action.

• Officers and enlisted persons of the Naval Reserve, except Fleet Reserve, will be placed on the honorary retired list without pay upon their own request after 20 years' service in the Naval Reserve.

• An enlisted member of the Fleet Reserve will be placed on the retired list, without application therefor, under either of the following two circumstances: Upon completion of 30 years' combined active and inactive service; or when after receipt of a report of physical examination with recommendation of the Bureau of Medicine and Surgery, it is determined by BuPers that the individual should be transferred to the retired list.

More general information:

Requests for retirement should be submitted to the President or SecNav, as appropriate, via the chain of command and the Chief of Naval Personnel. A suggested form is:

"Having completed . . . years' service, it is requested that I be transferred to the retired list of the Navy, effective (the first of a month)."

It isn't necessary to state any reason for the request, nor to refer to an applicable law.

Receipt of a request for retirement will be acknowledged by the Chief of Naval Personnel.

Along with the current expansion of the Navy, it is the present policy of the Navy Department to hold in abeyance all requests for retirement from career officers with less than 30 years' service. This policy is expected to continue in effect indefinitely, in view of the world situation.

Statutory age retirements:

• Any officer of the Regular Navy below the grade of fleet admiral who attains the age of 62 years will be placed on the retired list by the President.

• Officers and enlisted persons of the Naval Reserve will be placed on the honorary retired list upon reaching the age of 64 years.

• Women officers, including those of the Nurse Corps, are placed on the retired list upon attaining a certain age in grade, in accordance with the provisions of statutes applying to their individual categories.

Three more items of general information:

• The specific provisions for in-

It's Here — Processed Milk That Tastes Like Milk

How do you like your milk? Warm, right out of the cow? Ice-cold? Whether you take your milk straight or prefer it in custards, bakery goods or otherwise "cooked in," one thing is certain—you're going to have milk.

Milk has long been considered nature's most perfect food and the Navy has spent dollars and years trying to find better ways to keep its men well supplied with this wholesome drink.

After seven years of industrial research, a successful method of processing milk so that it will "keep" for long periods and still taste "just like fresh milk" has been developed.

The new product is vacuum processed from fresh, homogenized milk and can be packaged in both fluid and frozen form.

Here are a few of the good points about this "new milk":

• It stays fresh longer. In controlled frozen storage, it has remained fresh for over three months.

• Less storage space is needed. Ships can carry three times as much of the new concentrate in the space now used for fresh milk.

• The milk has better "keeping qualities," enabling ships to serve it even though far at sea.

• Diluted with an equal part of water, it can be used as coffee cream, on cereals and the like. One part of the concentrate to two parts of water reconstitutes it as whole milk.

• It is tastier than other processed milk—either the powdered or canned varieties.

Naval activities in the eastern part of the U.S. will soon be able to requisition the new milk product. As production is speeded up, supplies will be available to all naval activities.



voluntary retirement of Regular Navy officers who, at the expiration of specified periods of service for certain grades, are in a non-selection status, are found in the Officer Personnel Act of 1947 and its amendments.

- Officers of the Reserve found not physically qualified for active service will, at the discretion of SecNav, be placed on the honorary retired list without pay.

- Officers of the Regular Navy designated for limited duty only will, if not otherwise previously retired, be placed on the retired list upon completion of 30 years' active naval service.

All persons on active duty contemplating voluntary retirement and those confronted with forced non-physical retirement of any type should take steps to obtain a complete physical examination approximately three months before the estimated date of retirement. Any physical defects found to exist may then be corrected and will not complicate and delay processing and release from active duty. If a disability



"Are you the man reporting aboard from diving school?"

is revealed, the individual may be subject to physical disability retirement.

If a person has submitted a request for retirement and serious disease or injury arises, he should see that the Retirement Division of BuPers is notified promptly. This is very important, so that final action on the papers being processed may be stopped. Once the President or SecNav has finally approved such request and the effective date has arrived there is nothing BuPers can do to prevent the requested retirement from being completed. Furthermore, a forced retirement may not be delayed for physical disability reasons beyond its mandatory effective date, regardless of hospitalization status.

After an officer's request for retirement has been approved, BuPers orders for release from active duty provide for detachment "when directed" during the month just before the effective date of transfer to the retired list. The orders include detachment date, retirement date, and authorization to report for final physical examination and separation processing.

BuPers authorization for transfer of an enlisted person to the retired list includes the effective date of such transfer. Final physical examination is given in accordance with instructions in the BuMed Manual.

Effective date of retirement:

- Retirements voluntarily requested after certain periods of service are usually approved effective as of the date (first of month) requested.

- Physical disability retirements are effective as of the first of the

month following the month in which SecNav approves the retirement.

- Retirements for age are effective on the first of the month following that in which the statutory age is reached.

- Retirements for failure of selection to higher rank after specified periods of service are effective on 30 June of the fiscal year in which retirement is required by law.

- Retirement of limited duty officers is effective on the last day of the month following the month in which 30 years' service is completed.

After final action on a retirement has been taken by appropriate authority and the retirement has become effective, there is no process of law whereby a retired status may be changed, other than private legislation. The single exception to this statement is when physical disability is incurred while the retired person is later serving on active duty.

Combat citation:

An officer who has been specially commended by SecNav for performance of duty in actual combat for an act or service performed before 1 Jan 1947 will, when retired, be placed on the retired list in the next higher grade than that in which serving at time of retirement. However, he will receive only the retired pay to which entitled under other provisions of law. That is, his combat advancement carries with it no increase in pay. Officers so advanced are notified in their retirement letters.

Citations or commendations must have been signed by SecNav in the name of the President, except for a Commendation Ribbon actually awarded by SecNav. Awards by fleet commanders do not fulfill the requirements of the law. The combat

1800 Candidates Selected For Training in NROTC

A group of 1,800 successful candidates have been selected from 34,000 high school seniors or graduates who applied for training under the Naval Reserve Officers Training Corps program.

Candidates for Navy-subsidized education leading to a USN or USMC commission were selected on the basis of Naval College Aptitude Test scores and physical qualifications. State selection committees made the final choice from those considered fully qualified, guided by a quota based on the percentage of male high school graduates in each state in 1949.

In addition to the 1,800 civilians, 346 Navy enlisted men and 107 enlisted marines were provisionally selected for enrollment in the 1951 NROTC program.

The date of the next NROTC test, deadline for submission of nominations and other information will be given in a BuPers-MarCorps joint letter which will be issued later this summer.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 7

1. (b) Printers (PIs).
2. (a) Communication technicians (CTs).
3. (c) Panther.
4. (a) F9F-2 fighter (span 35 ft. 3 in., length 37 ft. 8 in.).
5. (c) Rockets. This massed battery gives the vessel the striking power of a much larger ship.
- *6. (b) Landing craft mechanized.

distinguishing device on any award does not constitute a determination for any special privileges accruing on retirement.

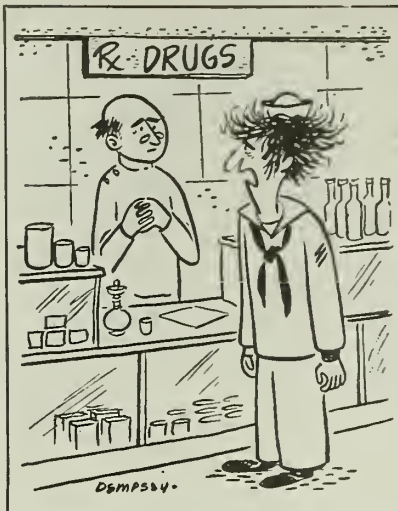
In cases of recall to active duty, officers with combat advancement to the rank of captain or below will be recalled in the higher honorary rank. But, for officers advanced on the retired list to a rank or grade above that of captain in the Navy or colonel in the Marine Corps solely by virtue of a commendation, the situation may be different. These officers may, at the discretion of SecNav, be recalled either in the rank or grade to which they would be entitled had they not been commended, or in the "combat" rank or grade held by them on the retired list.

Unused leave:

Unused leave, creditable at date of retirement, can be paid for in a lump sum payment not to exceed 60 days' active duty pay and all allowances in effect on the day before retirement.

Employment of personnel who are retired:

Navy personnel planning to work after retirement should determine for themselves, before making any commitment, that their prospective employment doesn't come within the prohibition of any statute. Since by law it's a matter of private concern only, the best course is to seek an interpretation of the law per-



"Got something to make hair fall out?"

sonally. Such interpretation concerning the legality of employment can be obtained from the Navy Judge Advocate General, the legal branch of your prospective employer's firm, or from private counsel.

An officer who is retired physically and whose disability was combat-incurred is not affected by either the dual employment or dual compensation laws. He may draw his retired pay and hold another Federal position. If an officer is retired for other physical disability, he may take a Federal position, but while so employed he must waive retired pay to the amount by which the sum of retired pay and civilian pay exceeds \$3,000 per year. An officer who retires for reasons other than physical disability with retired pay of \$2,500 per year or more may not, as a rule, be employed by the Federal government. Where such employment is permitted, it must be with certain designated agencies, or in certain elective or appointive positions.

The dual employment and dual compensation laws do not apply to retired enlisted persons.

Retired pay and pay accounts:

Pay accounts of all retired personnel are carried in the Field Branch, BuSandA, Navy Dept., Cleveland 14, Ohio. All requests, inquiries and statements relating to retired pay matters should be addressed direct to that office.

Retired pay for officers and men in general is based on a rate of two and one-half per cent of active duty pay plus longevity for each year of

active duty served. Retired pay for those physically retired who so elect is based on the percentage of physical disability assigned by SecNav at time of retirement. Retired pay for any reason may not exceed 75 per cent of active duty pay.

Under present law, a fractional year of six months or more counts as a full year only in computing the number of years of service on which the two and one-half per cent per year multiple is to be applied. The fractional year doesn't count as a full year toward entering a new longevity period. Thus, a person with more than 29 and one-half but less than 30 years' service would receive 75 per cent of active duty pay prescribed for one with more than 26 years' service.

Unless the person being retired requests otherwise, all allotments for insurance, whether government or commercial, will be automatically continued after retirement. All other allotments are stopped when transfer to the retired list takes place.

Income tax is withheld by the

SONGS OF THE SEA



Home Thoughts

*I jumped aboard the 'Liza ship
And traveled on the sea,
And every time I thought of home
I wished it wasn't me!
The vessel reared like any horse
That had of oats a wealth;
I found it wouldn't throw me, so
I thought I'd throw myself!*

—An argonaut parody of "O, Susannah!"

Identical Twins at Base Cause Bit of Confusion

Seamen Ray and Roy Lowe, USN, identical twins, are causing naval personnel at the U.S. Naval Base, Charleston, S.C., to take a second glance.

They both served in the Navy for 20 months in 1944 and 1945 and are now in for another hitch.

With experience as cooks and automotive paint and body workers, the two plan to emphasize their culinary talents with the hope that they'll have a better chance of sticking together during their enlistment.

The twins are married to sisters. Ray has two children—a boy and a girl—while Roy has one son, 21 months old.

Field Branch on retired pay where applicable. In general, non-disability retired pay is subject to income tax. Retired pay for physical disability is subject to exemption, in general, in proportion to percentage of disability at the time of physical retirement.

Privileges and obligations of retired personnel:

- Retired personnel are not required to hold themselves in readiness for active service. They may be ordered to active duty in time of war or national emergency at the discretion of SecNav, but may be ordered to active duty in time of peace only subject to consent.

- Retired personnel not on active duty are entitled to wear the prescribed uniform of the rank or rating held on the retired list when appropriate. They are prohibited from wearing the uniform in connection with non-military personal or civilian enterprises. (More on this in the directive.)

- All retired personnel on inactive duty are permitted to use their military titles in connection with commercial enterprises.

- Personnel retired with pay may be given privileges of commissary stores, Navy exchanges, small stores, and officers' clubs, subject to the limitation of available facilities. Army regulations provide that active and retired personnel of the Navy may be extended Army commissary and post-exchange privileges.

- Most retired members of the naval services who were retired for reasons other than physical disability may be admitted to any naval hospital when in need of hospital care. Included here are those on the temporary disability retired list. (The circular letter contains additional details on eligibility.)

- Retired members entitled to hospital care are also entitled to dental care, subject to local conditions. They are also entitled to outpatient treatment in naval medical facilities, and their dependents may be accorded the same privileges as are accorded the dependents of active duty personnel.

- The Veterans Administration provides medical and dental care for all veterans of any wars of the U.S. who qualify for such care under VA rules.



All the Armed Services Have Colorful Languages

The Navy and Marine Corps hold no copyright on colorful language. Our sister services, the Army and the Air Force — and aviators in all services — can hold up their end of conversation any time. With members of the various branches meeting and mingling more often as time goes by, some strange verbal exchanges may result.

In most of the armed services, a bucket, for instance, is something to put water in. But in the language of jet aircraft mechanics, buckets are blades on the turbine wheel in the engine. For those fellows, a can isn't a destroyer; it's the long cylindrical combustion chamber aft of the buckets. A ship may be described affectionately as a "bucket of rivets"; an airplane engine (reciprocating type) is sometimes called a bucket of bolts.

The recruit in the Navy may be sent off wonderingly to get a bunk stretcher, but the fledgling airman will be detailed to hunt a bucket of revs or a couple gallons of prop pitch. A head's a head in the Navy, but in the Army the men's room is the latrine and the bulkhead is a wall. The deck's a floor, and you mop it — not swab it. "At least," say sailors who have served with the Army, "a sack, there, is still a sack."

In the Navy you hoist the colors or the national ensign. In the Army you raise the flag. Among fliers, a

Chinese landing is a landing made down wind. Sometimes it means a one-wing-low landing, named for an imaginary Chinese aviator named Won Wing Low. In nautical parlance, a Chinese landing is a landing made alongside a ship by a boat or another ship, "wrong end to." Aviators also make "French landings." These are landings made on the two main wheels, with the plane's tail remaining off the ground as long as possible before the plane comes to a stop.

In the ship Navy, anyone who's "fat, dumb and happy" is a person who thinks he's doing all right, but isn't. Among "squirt job" (jet) fliers, a man who's "fat" has "got it made." He's really doing okay. A squirt job is also a "blow torch," by the way, or an "oil burner."

A sailor dressed for rough work will be in his dungarees, but in most of the other services he'll be wearing "fatigues."

Everybody knows that Navy strikers are often human beings—non-rated men who are serving as apprentices, so to speak, while learning a specialized job. In most other services, a striker is only a part of the firing mechanism of guns, mines, mortars or other weapons.

This could go on for a long time, and probably will. We're all Americans, and all unified, but we're still individualists.



Legislation of Special Interest to Naval Personnel

A summary of Congressional action on bills of interest to the naval establishment is provided below, bringing up to date the last legislative report which appeared in *ALL HANDS*, May 1951, p. 43.

Filing War Claims—Public Law 16 (evolving from Senate Joint Resolution 40): authorized an extension of the time within which prisoners of war may file claims under the War Claims Act of 1948.

\$10,000 Servicemen's Indemnity—Public Law 23 (evolving from H.R. 1): authorized the payment of a gratuitous indemnity to survivors of members of the armed forces who die in active service; also prohibits the further issuance of National Service Life Insurance except in certain cases.

Reserve Benefits—H.R. 928 introduced previously; H.R. 2950 now introduces related legislation. The former bill provides disability and

death benefits for Reservists from injuries incurred while engaged in active-duty training for less than 30 days or while engaged in inactive-duty training. The latter bill provides benefits for Reservists who suffer disability or death while performing travel to and from specified types of active duty.

Naval Installations—H.R. 3464: passed House; to authorize the construction of naval installations for the Marine Corps at Quantico and in Hawaii.

Universal Military Training—H.R. 2811 and S. 1: passed Senate and House in amended form, now in conference; to provide for more effective utilization of manpower resources of the U.S. by authorizing universal military training and service of men between the ages of 18½ and 26 years. It also contains comprehensive amendments to the Selective Service Act of 1948.

Latest Motion Pictures Being Distributed by Navy's Exchange Listed

The latest motion pictures being distributed among ships and overseas bases, available through the Navy Motion Picture Exchange, Brooklyn, N.Y., are listed in *ALL HANDS* each month.

The number following the title indicates the program number. Distribution of the following titles began in April 1951. All prints are 16-mm.

Mr. Universe (569): Comedy; Jack Carson, Janet Paige.

Target Unknown (570): War drama; Mark Stevens, Alex Nicol.

Vengeance Valley (571): Western; Burt Lancaster, Robert Walker.

The Second Woman (572): Melodrama; Robert Young, Betsy Drake.

At War With the Army (573): Comedy; Dean Martin, Jerry Lewis.

Call Me Mister (574): Musical; Betty Grable, Dan Dailey.

Three Guys Named Mike (575): Comedy; Jane Wyman, Van Johnson.

Belle le Grand (576): Melodrama; Vera Ralston, John Carroll.

Thirteenth Letter (577): Mystery; Linda Darnell, Charles Boyer.

Raton Pass (578): Western; Dennis Morgan, Patricia Neal.

Double Deal (579): Melodrama; Richard Denning; Marie Windsor.

Kim (580): Drama; Errol Flynn, Dean Stockwell.

The Groom Wore Spurs (581): Comedy; Ginger Rogers; Jack Carson.

Rhythm Inn (582): Musical; Jane Frazee, Kirby Grant.

Go for Broke (583): War melodrama; Van Johnson, Warner Anderson.

The Great Missouri Raid (584): Western; Wendell Corey, M. Carey.

Experiment Alcatraz (585): Mystery; John Howard, Joan Dixon.

My Outlaw Brother (586): Western; Mickey Rooney, Wanda Hendrix.

Cry Danger (587): Crime melodrama; Dick Powell, Rhonda Fleming.

Father's Little Dividend (588): Comedy; Spencer Tracy, Elizabeth Taylor.

Bedtime for Bonzo (589): Comedy; Ronald Reagan, Diana Lynn.

Missing Woman (590): Crime melodrama; Peggy Edwards, John Alvin.

Cause for Alarm (591): Drama; Loretta Young, Barry Sullivan.

Redhead and the Cowboy (592): Western; Glen Ford, Rhonda Fleming.

Pagan Love Song (593): (T) Musical; Esther Williams, Howard Keel.

Gasoline Alley (594): Comedy; Scotty Beckett; Jimmy Lydon.

Lucky Nick Cain (595): Drama; George Raft, Coleen Gray.

Holiday Rhythm (596): Musical; Mary Beth Hughes; Donald McBride.

Only the Valiant (597): Drama; Gregory Peck, Barbara Payton.

Inside Straight (598): Melodrama; Arlene Dahl, Barry Sullivan.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current *Alnavs*, *NavActs*, and *BuPers Circular Letters*, not as a basis for action. Personnel interested in specific directives should consult *Alnavs*, *NavActs* and *BuPers Circular Letter* files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; *NavActs* apply to all Navy commands and *BuPers Circular Letters* apply to all ships and stations.

Alnavs

No. 29—Lists USMC officers promoted to temporary grade of captain.

No. 30—Authorizes the granting of leave for persons observing religious festival of Passover.

No. 31—Concerns the type of Pullman car sleeping accommodations authorized for Navy and Marine Corps personnel under certain conditions.

No. 32—Establishes procedure governing transfer of naval, marine and civilian patients under Navy cognizance to and between armed service hospitals.

No. 33—Specifies requisites for promotion of Regular and Reserve ensigns of the line and staff corps, including a general time-in-grade requirement of 24 months' service for ensigns on extended active duty of more than 30 days.

No. 34—Relaxes certain restrictions on accommodations available for travel in MSTs ships in the Pacific.

No. 35—Summarizes briefly provisions of proposed Serviceman's Indemnity and Insurance Acts of 1951.

No. 36—Revises instructions and procedures for handling deposit funds between disbursing officers and Navy funding officers.

No. 37—Requires COs to forward completed questionnaires on enlisted Naval Reservists on active duty in order to assist in formulation of program for release to inactive duty.

No. 38—Contains instructions concerning classified matter pending changes in Navy Regulations and Security Manual.

No. 39—Announces passages of Serviceman's Indemnity and Insurance Acts of 1951 as Public Law 23,

and states conditions under which applications for NSLI made on or before 25 April 1951 should be processed.

NavActs

No. 6—Contains instructions on disposition and storage of strip ship material.

BuPers Circular Letters

No. 49—Covers administrative procedures regarding 'enlisted personnel designated "aviation pilots."

No. 50—Contains instructions and qualifications for designation as combat aircrewman.

No. 51—Announces revised forms for financial statements of commissioned officers' and warrant officers' messes, CPO messes, and enlisted men's clubs ashore.

No. 52—Lists personnel eligible to wear combat distinguishing device on Legion of Merit, Bronze Star Medal and Commendation Medal Pendant.

No. 53—Modifies instruction concerning preparation of Monthly Fiscal Report (NavPers 501-B) to include the reporting of additional

Applications Are Desired For Submarine Training

Applications are being accepted from Regular officers and Reserve officers on active duty for the six months' submarine training course to begin in January 1952 at the Navy Submarine School, New London, Conn.

Volunteers should be lieutenants (junior grade) with date of rank of 1 Jan 1950 or later, or ensigns whose date of rank is prior to 1 Jan 1951. No officer will be ordered to submarine training unless he has completed at least one year of commissioned service.

Candidates will be selected on the basis of their fitness reports and educational background. They must be qualified to stand officer-of-the-deck watches underway. All requests for training must reach the Chief of Naval Personnel (Attn: Pers-B1117) before 1 Sept 1951.

Seventy-five officers have been ordered to report to the Submarine School for training beginning 2 July.

hazardous duty pay for officers whose duty involves demolition of explosives.

No. 54—Lists requirements and sets deadline for officers eligible to apply for training at Submarine School, New London, Conn., beginning January 1952, and lists names of officers selected for class convening 2 July 1951.

No. 55—Announces scholarship at Rensselaer Polytechnic Institute open to son of officer, petty officer or non-commissioned officer on active duty with pay, or to son of deceased personnel of the above category.

No. 56—Concerns release of Naval Reserve officers on active duty to inactive status.

No. 57—Establishes 31 May 1951 as effective date for destruction of obsolete manuals entitled "Naval Justice" (NavPers 16199 and 16199A).

No. 58—Sets forth instructions on taxes to be paid from Navy recreation funds.

No. 59—Announces distribution of Catalogs of Training Films of Navy and Marine Corps, January 1951 (NavPers 230058), a restricted publication.

No. 60—Announces availability of new training films.

No. 61—Sets deadline of 1 July 1951 as date on which applications by naval and Marine Corps officers for Rhodes Scholarships must reach BuPers.

No. 62—Sets forth personnel security requirements for personnel attending classified courses of instruction at naval and other armed forces schools.

No. 63—Lists changes in certain enlisted personnel procedures in connection with Uniform Code of Military Justice.

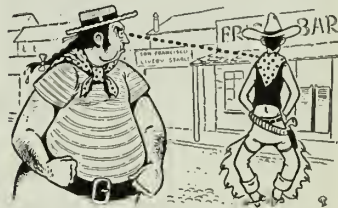
No. 64—Concerns procedures in cases involving unauthorized absence of enlisted personnel.

No. 65—Suspends current physical standards for men enlisting or reenlisting in Navy and replaces them with standards prescribed for Selective Service.

No. 66—Lists eligibility requirements and procedures for enrollment in Naval School, Officer Candidate, Newport, R. I.

No. 67—Supplements Alnav 33-51 applying to promotion of Naval Reserve ensigns.

Of the various items which make up the enlisted sailor's uniform, none is more striking, universal and traditional than the black silk neckerchief. Everybody has heard how old-time



sailors wore neckerchiefs to protect jumpers from goo-soaked pigtails, and it's probably true. When the captain of HMS Berwick died, the sailors cut their neckerchiefs in two and each sailor tied half his neckerchief around his arm and half around his hat as a symbol of mourning.

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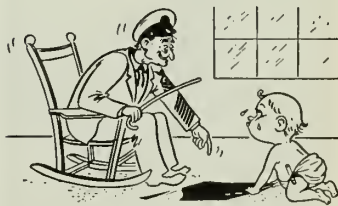
For those who like a practical purpose for everything they have, a neckerchief could be useful as an arm sling in case of accident. If you



should be a castaway and have a neckerchief along, it would be handy as an emergency turban for your head, or as a sun shade. But its purpose is to be a distinctive article of clothing.

* * *

All sailors are taught how to fold, roll, tie and wear the neckerchief early in their naval careers, but some forget. The neckerchief should be of black silk or rayon, 35 inches square.



It shouldn't be pressed after rolling. The knot should be at the jumper "V". Let passing fads roll off you like rain off tar. Soon the knife-edged choker sometimes seen today will be remembered with great amusement.

BOOKS:

VARIETY OF READING IN THE NEW VOLUMES

HAVE YOU been in your nearest Navy library lately? If not, it might pay you to drop around in your next spare hour and see what's on its shelves. The BuPers library section keeps its fingers on the country's literary pulse and draws some of the best blood for Navy readers everywhere.

* * *

• *The Great Sailor*, by John W. Vandercook; Dial Press.

In a century of eminent men, Captain James Cook was regarded as one of the greatest of them all. During the 18th Century he sailed more uncharted miles of strange coastline than any other explorer who has ever lived, before or since.

Sailing wooden, wind-powered ships, Captain Cook was the first to cross the Antarctic Circle and the first to trace the west coast of North America from Oregon around the peninsula of Alaska to the edge of the polar ice pack. He discovered the Hawaiian Islands, New Caledonia and more than 100 other large Pacific islands. By his unparalleled thoroughness as an explorer, he literally put New Zealand and Australia on the map in the course of a single voyage—the amazing voyage he made in the tiny *Endeavour*.

This is a warm, human book,

filled with informal detail, authentic detail, that will take you roving the world over with the intrepid captain. Unlike some books of history, however, the daily detail isn't obviously an invention of the author. It's a fact of history how Captain Cook employed green vegetables in his crew's diet to ward off scurvy. No undue credulence is needed to accept the consternation of the crew when the men were ordered to eat 20 pounds of onions each, to prevent loss of the vegetables by spoilage.

John W. Vandercook, the author, is himself a world traveler with a personal knowledge of many of the Pacific islands Cook first sighted.

* * *

• *Seagoing Gaucho*, by Ernesto Uriburu; Dodd, Mead and Company.

The ketch *Gaucho* was a stout 50-foot boat of 28 tons' displacement. She sailed with her four-man crew from Buenos Aires to Africa, through the Mediterranean to Suez and back to Gibraltar again. Then she took off from nearby Cadiz (Spain) to retrace the first voyage of Columbus to San Salvador. From there she made her way, with occasional stops, to New York. After a brief stay, she sailed down to the Caribbean and cut along the Windward Isles around the great bulge of Brazil—and home again.

It was a casual trip—casually planned and casually sailed. Day to day enjoyment was the only timetable, and it won't take you long to find that the "gauchos" had a wonderful ability to enjoy themselves. Twenty-four pages of excellent photographs, along with some 200 of warm, amusing narrative.

* * *

• *Step Right Up!*, by Dan Mannix, Harper and Brothers.

"I probably never would have become America's leading fire-cater," says the author of this book, "if Flamo the Great hadn't happened to explode that night in front of Krinko's Great Combined Side Shows."

That, in fact, is this book's first sentence—and the tale goes on from there like a locomotive getting under

way; like something ready to burst with energy. Before the first short chapter is over, Mr. Mannix is holding a live python in his uninitiated hands. Soon he's poking skewers through his flesh.

This book is filled with the weirdest events and the strangest people a person is likely to find in a long time—either in a book or out of it. Fascinating—every paragraph of it. Contains much humor of the somewhat macabre type.

* * *

• *The Spur*, by Ardyth Kennelly; Julian Messner, Inc.

John Wilkes Booth is the leading character in this book—the man who, on Good Friday, 1865, crept into the Lincoln box at the Ford Theater in Washington and pulled the trigger of his tiny, gold-mounted derringer. After performing that crime, he vaulted over the railing to the stage, but his spur caught in the flag draped on the box, and he fell. The audience sat frozen in horror as he hopped on one leg from the stage.

This book offers a wealth of detail about the death of Lincoln and about the man and the circumstances behind it. Here are the answers, as far as can be reconstructed, as to why such a star in the American theater—adored by many women—committed one of the most notorious crimes in our history.

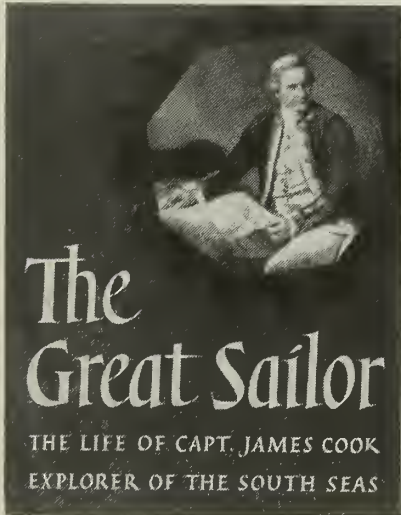
The Spur is a combination of fact and fiction; not a historical novel, because of its lack of an invented plot; not bare factual history. It's a very informative and highly readable account of a world-shaking crime.

* * *

For those who are seriously interested in the state of the world today, here is a small book which shouldn't be overlooked in the crush of bigger books. While you probably won't find it in your library, it's available from the publisher for 50 cents.

• *The Soviet Military Organization*, a compilation of articles from the *Army Information Digest*; Book Department, Armed Forces Information School, Fort Slocum, N. Y.

It's a 64-page pamphlet offering seven articles about the Russian military machine and how it grew. Takes you from the revolutionary chaos of 1917 and ends with the structure of the high command today. Terse, authentic. Contains a score of illustrations.



EXPLORATION from the Antarctic to the South Seas in wind-powered ships is the story of Captain James Cook.

ALL HANDS BOOK SUPPLEMENT

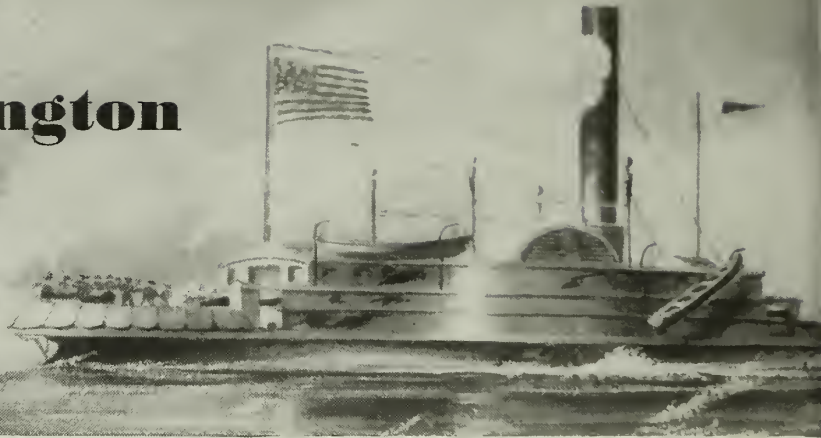
SIEGE OF LITTLE WASHINGTON



NORTH CAROLINA : 1863

Tale of a Yankee gunboat besieged in a Southern river port, during the Civil War, told by Stephen F. Blanding, Acting Carpenter's Mate, USN, in his book "Recollections of a Sailor Boy"

Siege of Little Washington



On 1 Apr 1863, the Yankee gunboat *Louisiana* lay at anchor in North Carolina's Tar River, providing naval protection to the capital of Beaufort County, Little Washington, which had been captured by Union forces.

The southern inland port of Little Washington sat on the north banks of the Tar River, separated from the ocean by over 50 miles.

On this day, a force of 10,000 Confederates under General Hull began a siege of the city. The carefully laid plans of the Confederate forces included a complete cordon of the town, with a semi-circle of cannon directing fire on the Union-held fort.

In addition the Confederates had posted strong batteries at several points along the banks, which gave them

control of the Tar River for a distance of several miles between Little Washington and the bay.

Fighting to hold the city was a small Union force made up of parts of the 27th and 44th Massachusetts regiments, three companies of loyal North Carolina troops, one company of the 3rd New York Cavalry, about 100 negroes, and a segment of the Yankee Navy—the gunboats *Commodore Hull*, *Ceres*, and *Louisiana*.

The importance of the naval forces lay in the fact that the Tar River offered the only possible avenue of reinforcement or escape to the sea.

Here's the story of the gunboat *Louisiana* in the besieged Southern port, as told by a member of the crew, Stephen F. Blanding, who had enlisted in the Navy the year before, at the age of 17.

THE FIRST DAY of April opened with the rebel General Hill's compliment to Little Washington in the shape of a fusillade with a force of ten thousand or more men. We were completely surrounded, and every avenue of escape or retreat was cut off.

I was awakened by the cry of the boatswain's mate calling all hands to quarters.

Every man on the *Louisiana* was out of his hammock in an instant: the roar of the cannon and the screaming of the shells as they fizzed over our deck could be heard distinctly.

Not waiting to get my clothes on, I gathered them up in my arms, rushed on deck, and dressed myself at the guns.

At Rodman's Point, the *Commodore Hull* was hotly engaged with the enemy.

Above Rodman's Point, and nearly abreast with the *Hull*, in a corn-field, the rebs mounted a long, thirty-two pound gun, and the firing from that into the town and among the shipping was rapid and continuous, the shells bursting and tearing through houses, forcing the inmates to seek shelter in their cellars.

On shore the fort could be heard pounding away, and as yet we had received no orders to open fire, but as the shot and shell began to come uncomfortably close, Commander Renshaw [skipper of *Louisiana*] gave the order to open fire with the eight-inch shell gun upon the enemy in the corn-field.

Every man sprang with alacrity to his place at the guns, and in a few seconds we were hammering away

at the rebs in the corn-field and directed some shots at the battery at Rodman's Point. We silenced the gun in the corn-field for a time, but it was not long before they opened fire again.

The *Hull* ran in too close at Rodman's Point, and got hard and fast aground. The rebs quickly became aware of this fact, and fought their guns like mad. The *Hull* soon expended her ammunition, and Commander Renshaw ordered our boats away and the crews supplied her with the needed material. The supply boats were kept going until night set in, when we were enabled to tow the *Hull* off and out of range.

General Foster in command of the land forces, would not consent for the *Louisiana* to leave her position at the bridge, else Commander Renshaw would have engaged the Rodman's Point battery.

In the meantime the rebs had built a cotton battery right under our nose in the swamp abreast of us, and the first we knew about it was when they opened fire on the *Louisiana* bursting two shells in quick succession directly over us.

Immediately all hands were called to quarters. The enemies' guns were well served, and they dropped the shot and shell in a lively manner around us.

We fired a broad-side from the port battery; then ran the guns in, loaded with grape and canister, and trained them on the spot from whence the shots were fired.

As they fired we answered them with a broad-side from the guns double loaded with grape and canister. The guns were then loaded with five-second shell and in

a short time we set fire to the cotton bales and dismounted their guns.

Towards night they came back and tried to get their guns away but we opened on them with three-second shrapnel shell and they retreated from the spot in disorder, leaving all behind.

The rebs brought a thirty-two pound Parrott rifle gun to bear on us from the roadside at the end of the bridge. The first shot they fired struck us, carrying away our mizzen gaff. It seemed an age before we got the order to fire and in the meantime the rebels peppered us well.

At last Lieutenant Westervelt who was reserving his order on account of the ammunition being short, gave us the order to fire. We brought three guns to bear on the rebels in the woods and the ball opened in earnest.

We had fired five rounds when we received the order to cease firing. I looked at the lieutenant in amazement; what could he mean by such an order? Here the rebels were sending in their shot and shell as fast as they could load and fire, and the order came to cease firing on our side. It seemed Commander Renshaw was on shore when the fight began at the bridge, conferring with General Foster, but as soon as he could make his hail heard on board, the lieutenant sent a boat ashore for him. He came on board, and, looking round upon the officers and crew, demanded of the lieutenant why he was firing away the ammunition.

"Why, sir," said the lieutenant, "they will shoot us to pieces." "I don't care," replied Commander Renshaw, "if they shoot your heads off; send the men below; then I shall be sure there will be no more firing for the present on our part. Why, our ammunition is almost expended and should the rebels make up their minds to charge in over the bridge, what resistance could we make? Boatwain, pipe the men below." And there we lay on the berth deck, while the rebs sent in their compliments, without the power to return them.

General Spinola, with his brigade, on the fourth or fifth day of the siege, cooperated with our forces, but the attempt failed.

Hill's Point and Swan Point held by the Confederates are nearly opposite each other. The rebel battery of the former was posted upon a high bluff, back from the point, commanding the river up and down.

Below Hill's Point, the Union gunboats and transports laden with troops had gathered and were trying, but in vain, to render us some assistance. On the sixth day of the siege, the gunboat *Ceres* ran the blockade with ammunition on board. She came up by the batteries while the enemy did not fire a shot at her. As soon as she had unloaded, two companies of the Twenty-seventh Massachusetts, and some other troops were marched on board, to proceed to and land at Rodman's Point, for the conclusion arrived at by our commanders, was that the rebels had retreated.

But they found the rebs there, for they commenced a heavy fire from six guns as soon as the *Ceres* was within short range. The *Ceres* returned the fire, and was backing away from the point when she ran aground on the flats within point blank range of the rebel batteries. The soldiers stood so thick on the deck that it was impossible for them to move about.

The scene baffles description. The steamer opened fire on the batteries, and kept up a dogged fight, while

three boats were manned from our ship, and two from the *Hull* to go to her assistance. Tom, a friend, and I were both ordered into one of the boats. Arriving there, the soldiers, who were coolly awaiting our arrival, were taken from the *Ceres* and landed on the opposite shore, under fire all the time from the rebel batteries. Three of the soldiers were wounded.

In time we succeeded in lightening the boat so that she could get off. The boys were cool and worked with a will, and after all, the rebels' trick did not work as successfully as they had anticipated.

The fleet [of the Union forces] in the meantime was still below the batteries, and there did not seem to be any hope for us in that direction, although numberless experiments were made by their commanders to break through the blockade and come to our assistance, but without avail. Our commanders did not know the situation below, and there was no possible way of finding out except to run the rebel batteries.

At length Master's Mate McKeever informed Commander Renshaw that if he would furnish him with four men he would run the blockade or sink in the attempt. It was a hazardous undertaking, but there was no other way to get dispatches to the fleet below or receive word from them.

Our commander hesitated a moment, and then called for volunteers. Half the ship's company responded to the call. Renshaw informed them when in line, of the dangers and perhaps death in the undertaking, and asked them if they were willing to face it.

"Yes, yes," exclaimed one and all.

"Well, then, I will proceed to pick out the men I want." He then selected four able seamen from those drawn up on the port side.

The dispatches destined for the fleet below Hill's Point were hastily put in a package and sealed. Mr. Renshaw then shook hands with the brave officer, wished him God speed and instructed him in the event of their being taken prisoners by the rebels, to destroy the dispatches, so that they should not fall into enemies' hands; all of which Mr. McKeever promised faithfully to do.

He, with his chosen men, then proceeded to land. At the lower wharf, they procured a sail-boat, and boarding her, hoisted sail and were soon fairly under way. The wind was blowing fresh down the river, which was just what they desired. They were watched from the vessels in the harbor, and by the soldiers on the shore with eager eyes and fast-beating hearts.

As the sail-boat neared the first battery at Rodman's Point all noise was hushed on board the *Louisiana*. Nearer and nearer the battery the boat went skimming along.

"Why," exclaimed some one of the crew on board of the *Louisiana*, "they are not going to fire on them."

The boat was now directly off Rodman's Point battery; a blue smoke was observed to rise, and bang! bang! bang! thundered the cannon. The shot was seen by us to strike just ahead of the sail-boat and then ricocheted towards the opposite shore.

As fast as the rebels could load and fire, they hurled their death messengers at the tiny boat and her brave crew. Not a shot, however, seemed to take effect, although the crew were wet to the skin, so close did the iron hail-storm patter in the water around them.

The *Commodore Hull* at the point, kept up a steady

Siege of Little Washington

fire upon the rebel battery, as also did the *Louisiana*, and we did not cease firing until the sail-boat was out of range of the rebel guns. The fire from the two gun-boats seemed to bother the rebels greatly, and they did not work their pieces so effectually as they would otherwise have done, had we let them alone.

At the boatswain's call to cease firing, we threw our sponge and rammers upon the deck, and all rushed forward to watch the boat which was still in sight of us and fast nearing the other or lower battery at Hill's Point.

Three ringing cheers from the sailors on the ships, and the soldiers on the shore proclaimed the safe arrival among the fleet.

In a night or two afterwards, they returned up by the batteries with muffled oars, eluding the rebel pickets on the river, who were sent out by the rebels to intercept them, and rowed safely into the harbor.

Finally our provisions ran short, and to starve or surrender seemed our only alternative. Yet we fought on. When the ammunition was all expended and our power to resist exhausted, then, and not until then would our commander entertain the thoughts of surrendering.

On the morning of the thirteenth day of the siege, Commander Renshaw sent word for Master's Mate McKeever to report to him aft immediately.

The officers were on the "qui vive" to learn why he was called aft, and anxiously awaited his re-appearance that they might be able to learn, if possible, from his lips the reason. It did not come out, nevertheless, until afternoon of that day, when the crew were called to quarters, and volunteers were asked for, to run the rebel batteries again. As before, half the ship's company responded; twenty men were chosen, Tom and I among the rest. Master's Mate McKeever was again put in command of the party.

The schooner *J. C. Alores* was secured (she had

come up the river before the rebels took possession of the town). Two guns were rolled on board; next, rifles, cutlasses and ammunition were put over the side, and the volunteer crew were then ordered aboard. The *Dolphin*, one of the ship's boats, was made fast to the stern of the schooner, and the fastenings were cast loose from the *Louisiana* as soon as the darkness warranted our not being seen by the rebels at Rodman's Point. Amid the good-bys of our shipmates we sailed away.

The wind was light, but what there was of it, was in our favor. When nearly abreast of the first battery on Rodman's Point, a dead calm set in. The crew that was picked out for the *Dolphin* previously to our starting, were ordered to man the boat to tow the schooner, while others on board the schooner did some responsible poling.

When right abreast of Rodman's Point, the rebels opened fire upon us, building a brush fire on shore to direct their aim. We kept as near the opposite shore as possible without running aground, and slowly worked our way along.

We were struck by the enemies shot several times, but there were no casualties, and we were not hit below the water line. Three shots passed through our sails, and one made the splinters fly from the caboose amidships.

Two boats, loaded with the enemy, put out from the shore to intercept us, but were driven back by a few well directed shots from our howitzer. The rebels kept up a constant fusillade from their guns, and replenished their fire with more brush to enable them to get a better range.

A breeze springing up, we soon left the battery in our rear. The rebels still continued to fire upon us with but indifferent success, and we soon drew ahead out of range. We kept on our course for half an hour and soon neared the lower battery at Hill's Point, running head on, as the current in the channel swerved in that direction.

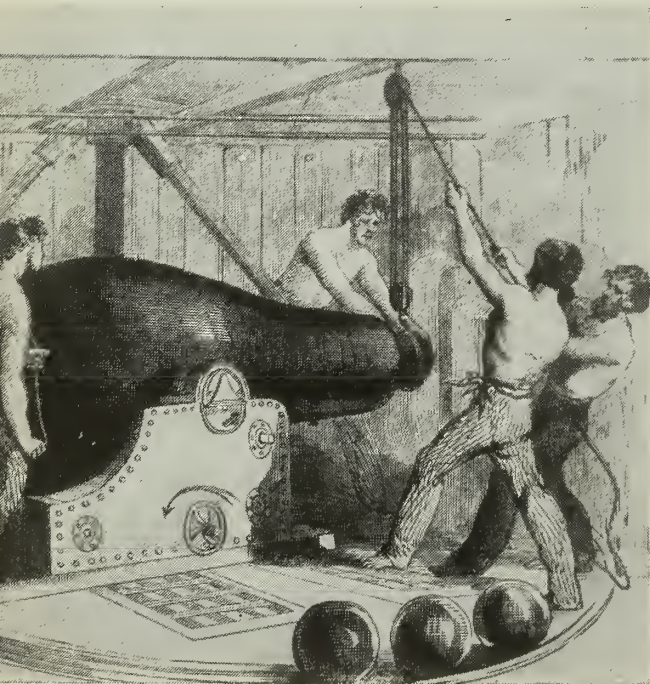
We received a warm reception as we came within range. The rebels, warned of our approach, had built a fire on the river in every direction, but did not show our schooner so plainly to them as at the Rodman's Point battery.

The balls whistled around us in every direction, but most of them passed over us. I thought of a great many places in which I would rather have been in than on that river. Keeping as far as possible from the point where the battery was situated, we made good headway, and were soon out of range of their fire.

We reached our destination at the mouth of the river on Pamlico Sound about midnight. We took aboard what ammunition we could conveniently carry, and some bales of hay to act as breast-works on our return, as the rebels would be on the lookout for any return vessel and be ready to give us a hot reception.

We started to return about eight o'clock the next evening. The wind had changed and blew off shore. We made very fine time, for the schooner was a good sailer, and about midnight were off Hill's Point. As yet, seemingly, the rebels had not discovered us.

We had nearly passed the battery when a blue light shot up on our port side, between us and the rebels, apparently from a boat out on picket. In an instant a faint light was seen on the bluff, and in a moment



more a lurid glare shot up from a pile of brush heaped up near the water's edge, the light from which streamed out towards us, but did not extend quite far enough to make us plainly discernible to the rebels, whom we could see around the fire throwing on brush to increase the blaze.

We trained our two guns upon them, to be in readiness to fire as soon as discovered, for Mr. McKeever said that they should not have all the fun to themselves this time in the event of our discovery. The man at the tiller was ordered to keep her off as much as possible, and we began to think that we should not hear what each and every one on board was anxiously expecting, but dreading, the reports of the rebel guns. As far as musketry was concerned, at this point, we did not feel much alarmed, as we were out of range.

Just as all hands were congratulating themselves upon passing the battery so easily, there came a flash, then another, and another, and the sullen boom from three cannon came to us distinctly across the water, and almost the same instant the missiles they were loaded with struck in close proximity to us.

Bang! bang! bang! One shot passed through our mainsail, the others evidently went astern. They commenced firing now in earnest, while the helmsman kept her off as far as he dared without getting aground on the flats. At the same time the wind wafted us ahead every moment farther from the battery, and at last out of range. We did not return their fire, as McKeever gave no order to that effect. An occasional shot now and then was fired but all of them fell harmlessly astern.

We prepared the schooner for the next battery at Rodman's Point, by reinforcing our hay bales, placing two together for that purpose. All was seemingly quiet up the river; the camp fires of our soldiers could be distinguished in the town, and the lights from the *Commodore Hull* and the *Louisiana* could be seen faintly shining like dim stars in the distance. All hands were on the lookout, as we rapidly approached the battery, and shortly we discovered a faint light on the bank, and as we approached, it grew into a fierce flame lighting up the path we were to cross, and shooting its rays upon the other shore, or town side.

"We were going to catch it this time," spoke up our master's mate. The rebels could also reach us with their musketry, and gave us a few volleys which we returned with our Sharpe's rifles. They could be seen by us distinctly as they danced around the fire, and it gave us a target for our bullets. The blaze from the brush heap grew fainter, but still kept firing.

We considered ourselves comparatively safe by this time, and ceased to return their fire. We ran up alongside the *Louisiana* about an hour after, and were soon on board, where we were congratulated by our shipmates upon our safe arrival, and the absence of all casualties.

On the thirteenth of April, the Fifth Rhode Island ran the blockade and came to our assistance on the steamer *Escort*, a large white boat with accommodation for a great number of men. Up by the rebel batteries she came, while shot and shell flew thick and fast about her, and volleys of musketry were poured in upon her from the shore.

Off Rodman's Point the rebels had driven piles (before the capture of Little Washington) to impede the progress of the Union forces up the river. All of these had not been removed, but the *Escort* bobbed over them

in safety, was soon out of range of the enemy's guns, and passing the *Commodore Hull* landed at the lower wharf. The soldiers and sailors were filled with joy and excitement.

As the troops were landed Col. Sisson gave the orders in a very loud tone of voice, "Forward, first brigade! Forward, second brigade!" giving the rebels the impression that we were re-enforced heavily.

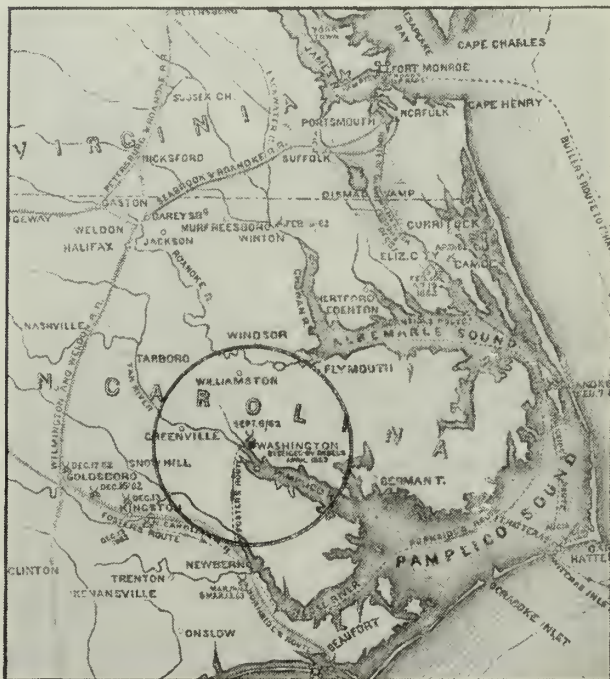
The rebels becoming convinced of the hopelessness of starving us out, and being disinclined to make an assault on account of the determined resistance of the little garrison, and the reinforcements so unexpectedly received by us, reluctantly abandoned the siege on the sixteenth, and retired in the direction of Kingston, toward which place they were hurried by our parting shots.

The *Hull* during the engagement with the Johnnies at Rodman's Point was pierced through and through. She was struck one hundred and five times, counting the holes and marks made by the rebels' shot on her hull.

It was many days after the siege before we could get the *Louisiana* into ship-shape order, and then only by dint of much scraping and holy-stoning, but at last she looked trim and neat once more, and the old life revived again on ship and shore.

Visiting Rodman's Point after the rebels had retreated, the soldiers found a dead contraband in the water, alongside an old scow, and a note from one of the rebels to this effect:

"Yankees: We leave you, not because we cannot take Washington, but the fact is it is not worth taking; and besides, the climate is not agreeable. A man must be amphibious to inhabit it. We leave you a few burst guns, some stray solid shots, and a man and brother rescued from the waves, to which some fray among his equals consigned him. But this tribute we pay you; you have acted with much gallantry during this brief siege. We salute the pilot of the *Escort*. (Signed) Co. K., Thirty-second N. C. Vol."

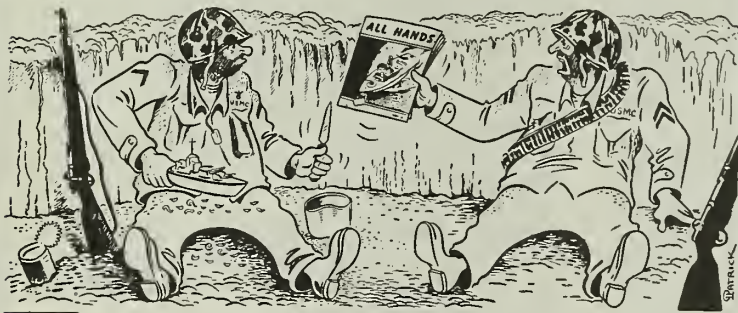


TAFFRAIL TALK

WE HAVE RECEIVED a communication from Marine Corporal Guy Snyder, who begins his letter, somewhat nonchalantly, "The other night as my buddy and I sat in our fox-hole, we had a difference of opinion on the length of the battleship *Missouri*."

Cpl. Snyder wanted to know if we couldn't straighten them out and bring harmony back to their fox-hole, which we were glad to do. (The "Big Mo" has an overall length of 887½ feet.)

Sticklers for etiquette, Snyder and his buddy were also bothered about the correct mode of addressing enlisted marines of ranks



lower than corporal. Should they be called by their last name, say "Poindexter," or just plain "Private?"

The answer to that one, Marine headquarters here says, is to address a man of rank lower than NCO by his last name. If you don't know his name, headquarters adds, it's a good idea to introduce yourself and find what his name is.

★ ★ ★

ALL HANDS is now being used in the instruction of midshipmen at the ROK Naval Academy, at Chinhae. American bluejackets are members of the U. S. Navy's advisory staff at the academy, and when Felix Grosso, JO1, USN, paid them a visit, the first thing they did was to pounce on the latest issue of the magazine which he had brought along.

The Korean midshipmen also expressed great enjoyment of ALL HANDS. A batch of recent issues are on their way to the American bluejackets to help train members of the tiny ROK Navy.

★ ★ ★

We have heard that *uss Winston* (AKA 94) now boasts of an exclusive Gun Club, whose members sport rifles that are custom-made aboard the ship. The members, mostly enlisted men, used scraps or made "swaps" to get parts from Russian, Japanese and Korean Communist guns that have been captured by U. S. soldiers and Marines. Polished, cleaned and reshaped, the guns would never be recognized by their former owners.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

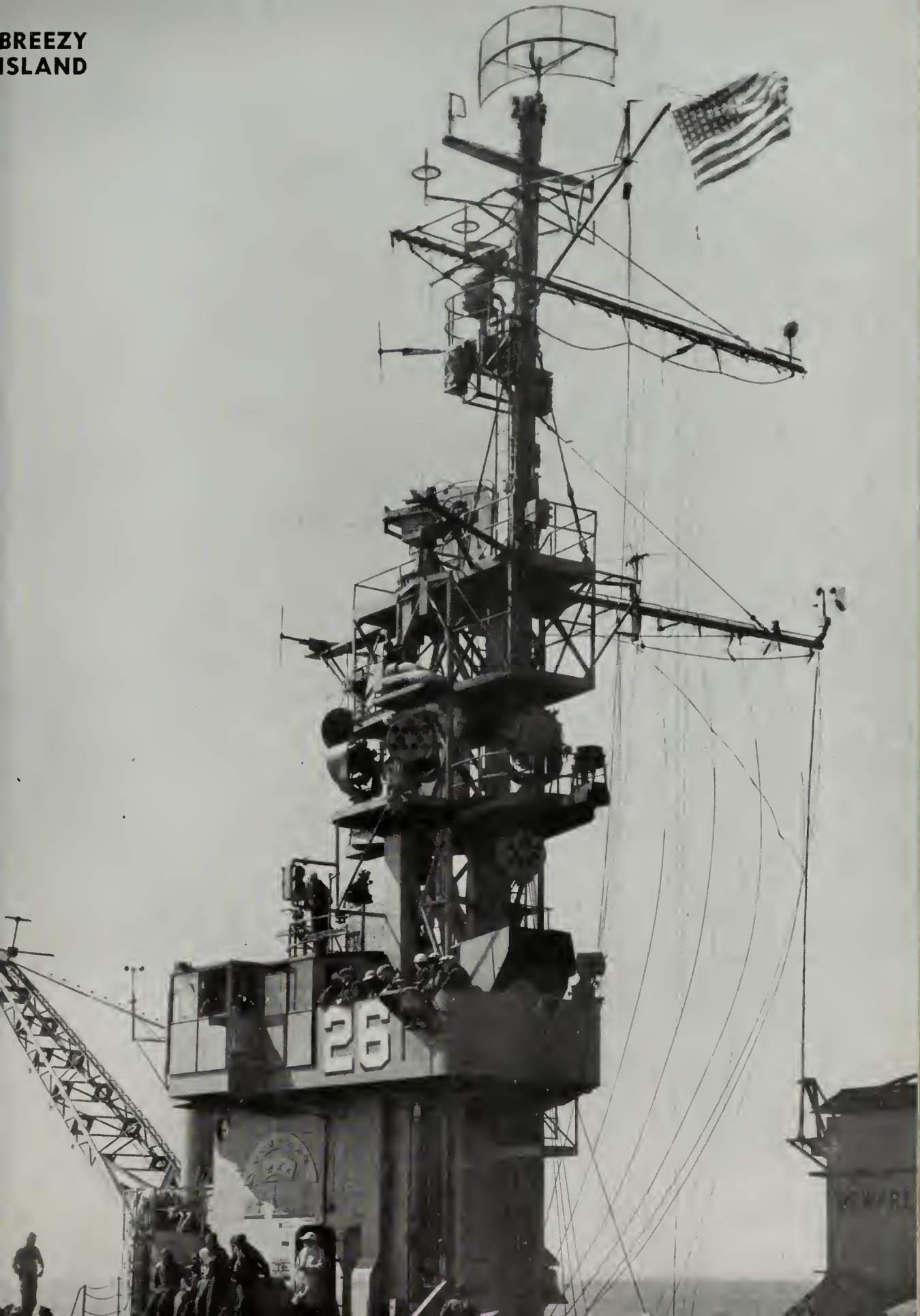
Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Old Glory snaps in the wind and signal halliards "belly aft" as the aircraft carrier *USS Monterey* (CVL 26) turns up the knots on a cruise out of Pensacola, Fla., with visitors on board. ➔

**BREEZY
ISLAND**



MAKING HEADWAY



**GETTING AHEAD
IS UP TO YOU . . .**

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FOR YOURSELF AND YOUR NAVY**

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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for 10 readers. All should
see it as soon as possible.
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NAVPERS-O

JULY 1951



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JULY 1951

Navpers-O

NUMBER 413

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• **FRONT COVER:** The hot dog is a good old American custom, symbolizing the democratic way of life guarded by a vigilant Navy. The two are Lavina Cockerham, SA, USN, and Harry W. Vitkow, SA, USN.—*All Hands* Photo by Walter G. Seewald.

• **AT LEFT:** Upon arrival of USS *Saint Paul* (CA 73) at Yokosuka, Japan, after more than a month's continuous bombardment of Communist supply centers in Korea, one of the heavy cruiser's gun mounts is checked by Charles L. Carroll, FC2, USN, and Robert B. Miller, GM1, USN.

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated.



MOCK LANDING behind troops is made by corpsmen training for the Fleet Marine Force at Camp Lejeune, N. C.

Navy Medics Train for Rugged Korean Duty

THE PLANES came in from the north, low and fast and on time to the dot. In single file, they hurtled down the beach like machine gun bullets and the earth spewed black smoke and sand where they passed.

In the rolling off-shore swells, idling amphibian tractors took heart at the sight. White water churning around each one, they plowed

shoreward like a line of sluggish water bugs.

The tractors swam in, grounded, and came to a dripping halt on the cratered beach. Stern ramps clanked down and spray-soaked marines in green battle dress streamed out to sprint for cover among the dunes.

D-Day at Inchon? Much closer home. The scene is Camp Lejeune,

N. C., and the landing force officer and hospital corpsmen students from the Field Medical Service School—accent on the “Field”.

It happens every five weeks at Onslow Beach as each class of approximately 40 officers of the Navy's Medical, Dental, Medical Service Corps, Hospital Corps, and 250 hospital corpsmen nears the end of its rugged, four-week training for duty with Leathernecks of the Fleet Marine Force.

Before Operation Bandaid is over, the Navy's medics in green execute every phase of an amphibious casualty evacuation exercise.

Company aid men beat the bushes for “casualties” and treat them on the spot. Stretcher bearers and jeep ambulances move the bandaged, splinted “wounded” to shore evacuation stations, passing them beachward through a chain of battalion aid stations and collecting and clearing stations.

No believer in putting all the eggs in one basket, the school runs each class through a field evacuation hospital exercise a few days later. An air evacuation exercise rounds out the sea-land-air training in handling wounded.

A World War II veteran demobbed last October, the Field Medical Service School at Camp Lejeune has already trained and sent hundreds of Navy doctors, dentists, and corpsmen to Fleet Marine Force units. Graduates leave the



CASUALTY is hoisted into a waiting ambulance by men of a field evacuation point near the ‘front.’ Supervisor (left) checks the tag on a second patient.



SUPPLIES BY AIR reach corpsmen. Right: While one team bandages 'casualty,' another moves man to aid station.

school with a sound background of "know how" in tropical, desert, and cold weather medical techniques.

By lecture, demonstration, and practical exercises the school trains students to cope with war wounds, disease, field sanitation, and the threat posed by radiation effects from atomic weapons.

Because they will serve with marines, students learn Marine Corps history and the organization of divisions and force troop units long before they become full-fledged rifle company "docs".

With the training in helping others goes instruction in the fine art of staying alive in combat. Battle-wise Marine veterans teach scouting and patrolling, run each class through the school's gas chamber, and give expert instruction in weapons. Each class spends several days on the rifle range.

Graduation brings a shift from green field uniform to Navy blue or white—but not for long. Fleet Marine Force units absorb students as fast as they can be graduated. Some remain at Camp Lejeune, but for others the journey is longer: To the Fleet Marine Force, Pacific, and the embattled First Marine Division.

In saving countless lives in Korea, both military and civilian, some of the school's graduates have lost their own. Beyond question, both tolls have been reduced by the Field Medical Service School—accent on the "Field", please.—By TSgt Hugh Gibson, USMC.



CLOUD OF DDT is spewed from a rotary duster for the benefit of trainees. Below: Splints are studied by the men who must soon be able to apply them.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **CHECK RECORD**—It's a good idea for naval officers to take a look at their records occasionally.

Persons in only four categories may see an officer's records. One, of course, is the officer himself. Another is a clerk of a court, with a valid order from that court. Officers of the Navy Department may inspect the records in the transaction of official business. And an officer may, if he wishes, give another person—a relative or friend—written authorization to see his records.

When you are in Washington, D.C., you may go the Officers Records Branch of BuPers and ask to see your correspondence, fitness reports and selection board jackets.

Make a check to see that everything is there. See that a consistent, uninterrupted picture of your naval service is reflected in your records. Be sure that certificates showing courses completed are there. Be sure that all commendations are included.

After satisfying yourself that "the picture" is complete, then imagine yourself a "selection board" of one. Try to analyze your strengths and weaknesses dispassionately on the basis of what is shown in your file jackets. Then devise a program—a plan of action—by which you can further your Navy career.

In this way your records will cease to be just so many sheets of paper in file jackets.

Liberty and Leave Prizes In Ship's Essay Contest

Crew members of *uss Tarawa* (CV 40) had an opportunity to sound off on a subject of deep significance. The commanding officer, in order to encourage interest and an understanding of world problems, suggested a ship-board essay contest on the subject of "Communism versus American Democracy and Free Enterprise." The following prizes were announced:

- To each man who submits a paper—a 1300 liberty.
- To the best paper in each department—a week-end liberty.
- To the winner—six days' leave.

Length of the essays ran from one-half page up to two pages.

There were 65 contestants. Two of them, Daniel G. McCarran, Jr., EMP3, USNR, and Julian S. McInnis, SN, USN, submitted papers of such excellence that both were awarded first prizes.

• **BURIAL ALLOWANCE**—Increased burial allowances have been authorized to help families pay burial and funeral expenses of deceased servicemen.

The Navy now allows \$125 for burial in a private cemetery and \$75 for burial in a post or national

cemetery. Formerly, only \$75 was allowed in either instance.

The new allowance became effective for the Navy on 1 May 1951. The procedure in effecting payment remains unchanged.

• **CLOTHING ISSUE**—All temporary issues in kind of government-owned clothing, given to enlisted members of Reserve drilling units, will be repossessed by the commanding officer of their units before they report for active duty. Alnav 46-51 (NDB, 31 May 1951), announces 1 July as the effective date.

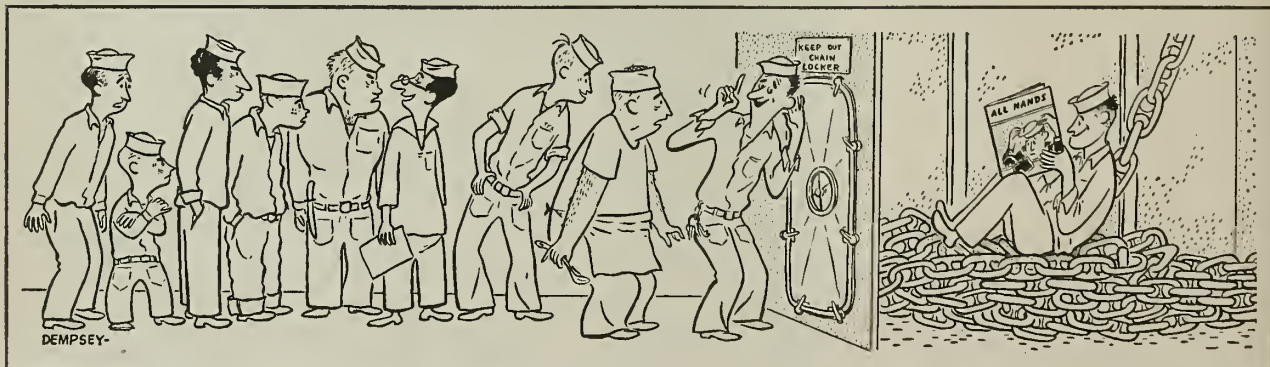
COs of activities handling the processing of enlisted Naval Reservists will forward all items of government-owned clothing—erroneously held by reporting Reservists—to the nearest clothing issue activity.

• **DATA FORM**—There has been some confusion regarding the submission of Emergency Data Form DD 93, which replaced pages 7 and 8 of the service record last January.

This form contains information for use in an emergency, including a list of dependents, insurance policies, beneficiaries and the like. It is to be submitted to BuPers at the following times:

- When a person first enters the naval service.
- Upon reenlistment in the Navy.
- Whenever there is any change in marital status, number of dependents, or if the serviceman wishes to change the listing of beneficiaries.

DD 93 should not be submitted regularly on 1 July of each year, according to BuPers Circ. Ltr. No. 80-51 (NDB, 15 May 1951). There is no specified "regular" date on which the report should be sub-



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mitted. It should not be resubmitted merely because of a change of station.

Additional information is contained in BuPers Circ. Ltr. No. 44-50 (NDB, Jan-June 1950) and will be included in subsequent changes in the BuPers Manual.

• **DENTAL TRAINING**—Joint training of Navy and Air Force dental technicians has been extended indefinitely at the Naval Training Center, Great Lakes, Ill.

Begun in July 1950 on an experimental basis, the course has proved very successful. To date, several hundred persons have completed the course and have returned to their stations.

Bluejackets, airmen, Waves, Wafs and Coast Guardsmen are taking the training which includes eight weeks of theory and four weeks of practical work in laboratories and dental clinics.

• **PACIFIC TRAVEL** — Restrictions have been relaxed somewhat for space available travel on MSTs vessels between the United States, Alaska, Hawaii, Guam and the Philippines by Alnav 34-51 (NDB, 30 Apr 1951).

Any person may now be authorized, by one of the government departments, to travel on a "space available" basis in an emergency involving catastrophic or possible loss of life, when other means of transportation are unavailable or inadequate. Requests for such travel from U.S. ports must be submitted to BuPers for consideration.

Commercial passengers may travel to and from Guam on MSTs vessels, on a "space available" basis, subject to certain restrictions and regulations.

Other categories of space available travelers whose transportation may now be authorized include members of Congress traveling on unofficial business and their dependents, employees of the Coast and Geodetic Survey and the Public Health Service, officials and employees of Federal government agencies, secretaries of the Army and Navy department of the YMCA, and members and employees of the Hawaiian government.

Travel of dependents to Japan is still suspended and requests for transportation to that area cannot be approved until further notice.



Club Named for Dog

The new enlisted man's club at Quarters "K," Naval Receiving Station, Washington, D. C., is unique in one respect—it is named for Jason, the station mascot. For being such an inspiration, Jason was given a bright red fire plug from grateful members on opening night.

In pictures: Crowd jams comfortable lounge of Club Jason (above). Center: Barbara Harlow does a hula as part of the entertainment. Below: Pooch-of-honor Jason surveys the situation from between two Waves. (For more on Jason, see ALL HANDS, January 1951, p. 35).



Good Chow—Good Morale



LOTS OF MOUTHS must be fed each day at Naval Receiving Station, Pearl Harbor. Average is 1,800 men per meal.



MEAT BALLS are removed from the oven, hot and pungent. Below: Enough dough to make 300 pie crusts oozes from mixer into a tub in the bake shop.



USUALLY, a sailor can hardly wait to get out of a receiving station and move on to his permanent assignment. But that doesn't hold true at NRS Pearl Harbor. There they say, "I hope I *never* get transferred from this place."

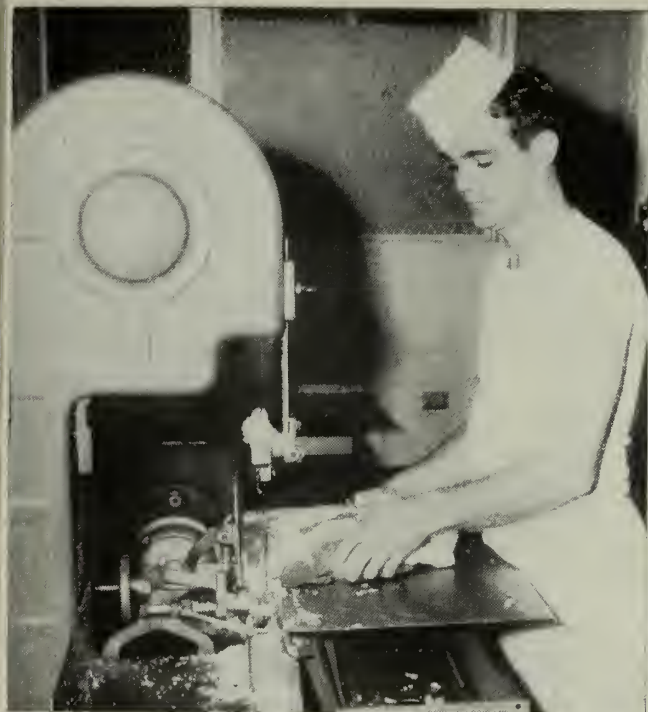
Why is this?

It's the food, and the way it's prepared, and the way it's served.

The credit for this must be distributed equally to all concerned. Says the chief commissaryman, "One of the biggest morale builders in the Navy is good meals, well served. All the cooks, bakers and butchers stationed here take great pride in their work."

The staff consists of 20 cooks, five bakers, four butchers, five men in the food preparation room, and 56 messmen. This group prepares meals for an average of 1,800 men, a total of 1,095 times a year.

Working days for the cooks begin at 1300, and end at the same time one or two days later. The 48-hour "watches" occur on Thursday through Monday; the 24-hour stints on other days. While the cooks don't work all the time they're on duty, they do put in plenty of hours. The day begins at 0400 and ends after 1900. To prepare each meal requires approximately three hours, and in addition there's the task of preparing a midnight lunch for watch standers. But, to compensate for their long days, the cooks are required to work only 15 days a month.



COMMISSARYMAN cuts a side of beef on his power saw. Right: In the galley, cooks prepare meat balls for the oven.

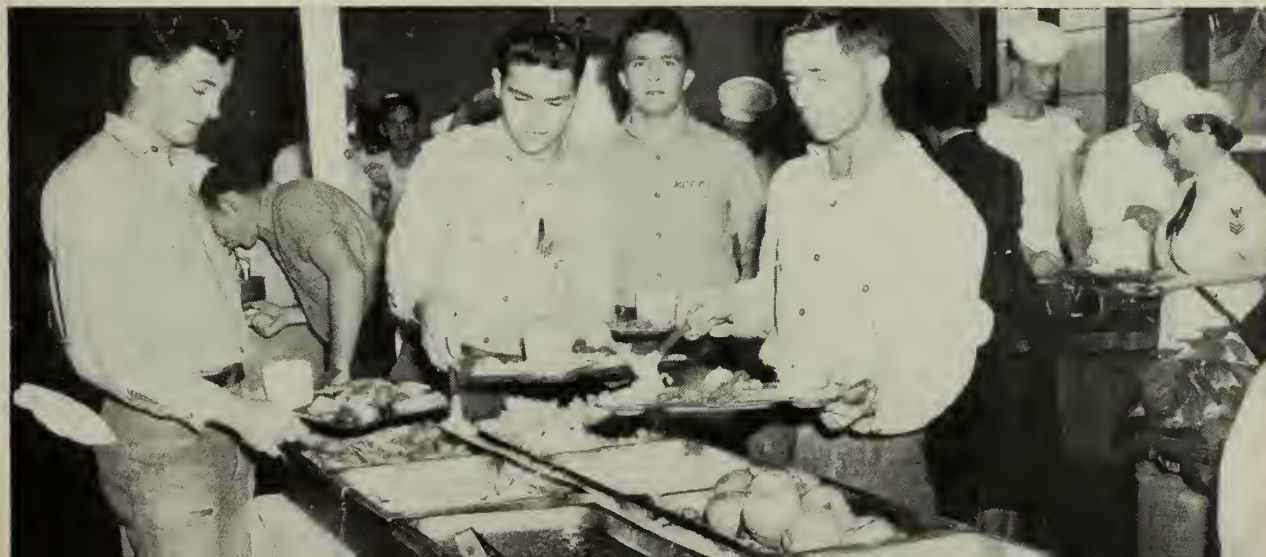
Twenty 80-gallon steam kettles and eight electric ranges are among the galley equipment now in use. Four rows of steam tables in the mess hall keep the food hot while it's being served.

Menus are carefully planned two weeks in advance by the Receiving Station supply officer, and are submitted to the CO for approval. Balance is the by-word. While quantities and variety are generous, careful and skillful preparation prevents waste.

As men stop by the salad bar, laden tray in hand, to make their selection of fruit or raw, green vegetables, they agree on one point: No other transient home was ever like this.—Arthur H. Sweet, BMC, USN.



CHERRY PIES are taken bubbling from the 7-decked oven by a smiling pie-man. Below: Hungry sailors attack the salad bar, a unique feature at NRS.





Hitting The Enemy

TORPEDOES dropped by Navy bombers shatter Hwachon flood gates. Communists wanted to seal gates, dry up the river flow. Skyraiders from USS *Princeton* participated in first aerial torpedo attack since World War II.

THE CONTINUING ATTACK on the enemy's lengthy supply lines and centers in North Korea has been the prominent role played by the Navy during the two phases of the Communists' latest offensive.

In their spring offensive the Chinese and North Korean Communists have launched two attacks on the U.N. lines—the first in late April, and the second in mid-May. But in both cases they were unable

to withstand the overwhelming weight of the allied fire power and—equally important—they were unable to overcome the problem of supply.

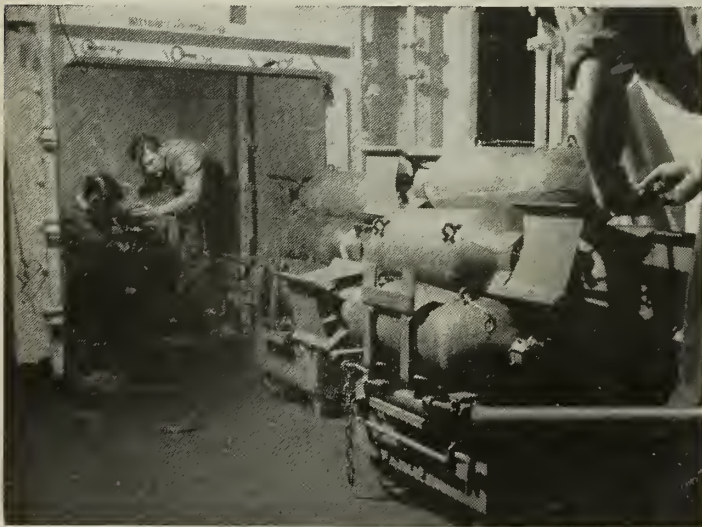
Expertly timed missions in advance of U.N. troops by Navy and Air Force planes cleared the paths for counterattacks by Army and Marine troops, who have once again forced the aggressor forces back behind the 38th parallel.

The close air support has been

accomplished by a combination of napalm, bombing, rocket and strafing fire. At times, the pilots could see enemy troops frantically trying to escape the raging fires caused by the spread of flaming napalm bombs.

Behind the Korean front lines a different kind of battle has been waged.

Coming down from the Manchurian border, convoys of trucks and human carriers must channel most



LETHAL LOAD of bombs is moved to flight deck of USS *Princeton* (left) while a Skyraider, already armed, takes off.

of their supplies along coastal roads and railways, since the routes through the central mountains are few and bad.

Taking these routes subjects the Korean aggressors for 300 miles to the mercy of Navy, Air Force and Marine planes, while the guns of the U.N. fleet are able to tackle the intermediate supply points. The flow of supplies has not been stopped completely, but it has been considerably slowed down.

Such tactics on the part of the United Nations forces have played an important role in halting the latest offensive of the Communists.

Day in and out, through fair weather and foul, the shells of three, five, six, eight and 16-inch guns have blasted into vital bridges, junctions, by-pass routes, highways and rail lines.

Battleships, cruisers, destroyers, frigates and minesweepers have been in on the attacks, while planes from the growing fleet of aircraft carriers have dealt their blows in dive-bombing and strafing attacks.

Rocket ships batter artillery and other shore positions, moving from target to target as the enemy is silenced. During a period of one week, a total of 5,000 high explosive rockets were targeted at a single strategic area.

After five years' silence, the bristling 16-inch guns of *uss New Jersey* (BB 62) joined the U.N. coastal bombardment. The "Big J" replaced her sister ship *uss Missouri* (BB 63) in the Korean theater following a demothballing job which was accomplished in the record time of one month's activation work. After completing her shakedown, and manned largely by Naval Reservists returned to active duty, *New Jersey* headed for the Korean theater to join the U.N. forces. In her opening fire against Korean coastal targets, *New Jersey* scored two bull's eyes on a strategic enemy bridge outside of Ambion.

A "recap" of action reports from the Navy's surface and air units against a single strategic supply point will serve to indicate the force of the blows which the North Koreans have had to bear.

Take, for example, the first 100 days of continuous naval bombardment of the city of Wonsan, and its transportation facilities, equipment and defense positions.

Wonsan is the southern terminus



PANORAMA of battle shows enemy gun positions destroyed (see smoke) and troops retreating to new positions before aerial onslaught by Navy bombers.



CLOSE SUPPORT like this requires pinpoint accuracy and the Skyraider has it. Below: The bombing over with, a Marine patrol moves out to reconnoiter.





PROPAGANDA signs left by Reds are examined by a Marine. Right: ROK troops move into the line during advance.



PRISONERS brought in by GIs walk past some of their dead comrades (above). Below: A rocket launcher sends its missiles screeching into the enemy lines.



of the important northeast Korean coast road and rail supply line, and leads directly to the central Korean battle line.

During the 100-day attack the Navy poured over 73,000 rounds of high explosives at Wonsan. It accounted for approximately 9,200 troop casualties; a total of more than 600 troop shelters and buildings were damaged or destroyed, along with 91 ammunition and supply dumps.

Some 345 trucks were damaged or destroyed, plus another 125 probably damaged. The scoreboard also showed a toll of 183 railroad ears in the destroyed, damaged and "probable" columns, along with 11 locomotives. In the same area U.N. ships and naval aircraft dealt knockout or damaging blows against bridges a total of 137 times. Three important tunnels were reported hit, and 21 miles of railroad trackage were destroyed or damaged. The Navy also scored a total of 175 hits or damaging near misses on North Korean gun positions.

In the Wonsan area movement of North Korean and Communist supplies via sea was virtually eliminated. The only craft venturing into coastal waters were a few sampans, boats, and junks, of which more than 50 were destroyed and about 240 damaged.

There are many rail and highway bottlenecks like Wonsan which stand along the coastal supply routes to feed the Communist forces, and each of them is subject to the same kind of concentrated attack by the U.N. naval forces. Comparable statistics

could be compiled for Songjin, Chongjin, Kanson, and other supply points.

The role of naval aviation in the Korean fighting has been a varied one, working full around the clock. In addition to providing close air support by day, heckler planes from Navy carriers prowl the skies long after dusk to keep the Communists under cover. Marine night fighters add their punch to terrorize the enemy.

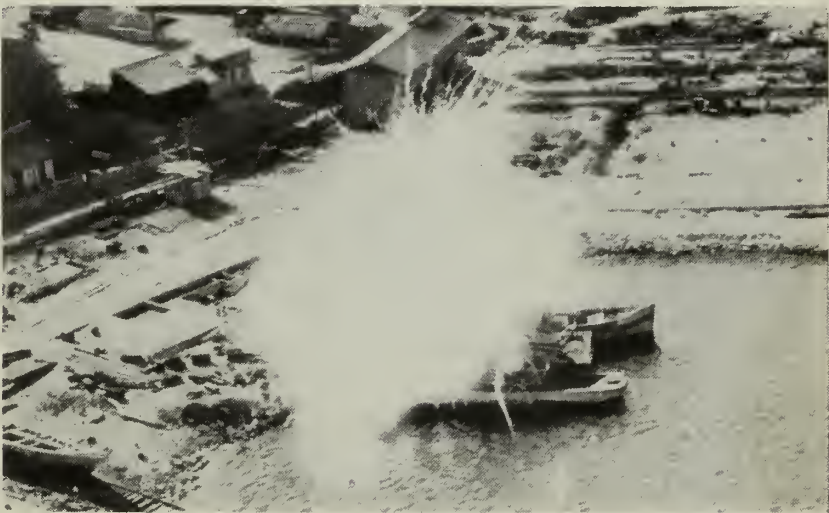
The photograph of the aerial torpedoing of Hwachon Dam shown on page 8 illustrates spectacularly the ready adaptability of naval aviation in utilizing all weapons on hand. Making preparations for a powerful thrust southward, the Communists had closed the gates of the Hwachon Reservoir Dam in order to lower the level of river waters, and thus facilitate the movement of trucks and supplies across the river beds.

A call to reopen the dam went out to *uss Princeton* (CV 37), which loaded aerial torpedoes into *Sky-raid*ers and dispatched them to the scene. The aerial torpedoes, first to be used in an attack since World War II, scored direct hits on the dam, and kept the waters flowing during this crucial period.

Similar to the torpedo attack in their efforts to destroy a hard-to-reach target have been the "bridge-busting" and "tunnel-busting" campaigns. In the latter cases it has been necessary to "throw" a bomb into the mouth of a tunnel, a technique at which naval and Marine aviators are becoming more and more adept.



HANDS IN THE AIR, scared North Koreans await a frisking by men of *USS Manchester* (CL 83). The cruiser is part of the U. N. Korean blockading force.



FIERY NAPALM is called on for a variety of purposes. Here a napalm bomb spreads its searing mantle over three Communist boats used as minelayers.



PANTHER JETS jettison unused gas prior to landing aboard *Princeton*. Gas left in plane is a potential fire hazard.

How to Act When You Get in Cold Water

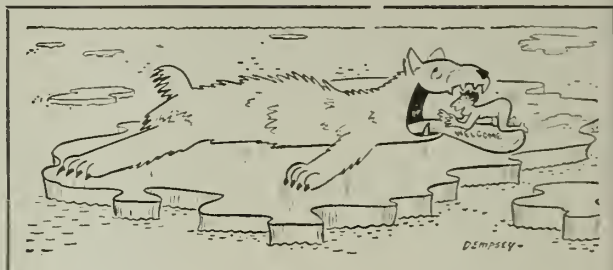
FREQUENTLY, when warships or planes meet enemy action, somebody's soon spitting salt water. This doesn't mean that the Navy's careless about its manpower, but the very nature of naval warfare often does set a few people adrift in the deep despite all precautions.

The world has a lot of water on it, and much of it is cold. And considering the global nature of modern-day war, whatever fighting the Navy is called upon to do in the future may be done at least in part in the frigid type of H₂O.

How, then, does a person stay alive and in good shape till he's rescued? How can his rescuers get him back in good shape pronto?

Some smart people have been wondering about the answers to those questions, and a couple of interesting answers have resulted.

For one thing, they say now that if you're overboard

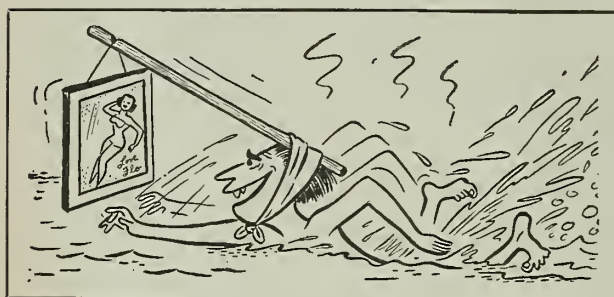


... warming up in a cozy room is a bit slow ...

any floating object that will leave him up to his neck in frigid water will probably do him more harm than good unless he keeps moving—steadily and vigorously. In water so warm that numbness and stiffening of muscles are no problem, the picture is entirely different. There, a man can usually survive a lot longer riding a life jacket or a piece of driftwood than he could otherwise.

Another thing: doctors now know that it's better to warm up quickly after severe chilling than to warm up slowly. (This doesn't apply here to frozen tissues or tissues actually damaged by the cold.) The best way to regain proper body temperature after immersion in cold water is to climb as quickly as possible into a good warm bath. One hundred to 102 degrees Fahrenheit has been found to be about the right temperature for the water.

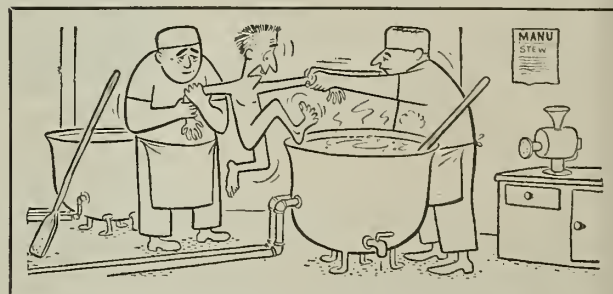
With the victim in a deep, warm bath, his shivering and blueness promptly disappear, giving way to a



... keep moving and you'll keep yourself warm ...

in cold water you're better off swimming, if you can swim at all, than you would be with a life jacket on. Your exertions will help keep you warm and will thus prolong your life as much as would a Mae West or a handy piece of flotsam. A man who is swimming hard will, for a long time, produce approximately the same amount of heat as he'll lose in water near the freezing point. Ordinarily, he won't perish of the cold as long as he can swim. Limbs being exercised will often remain warm enough to keep them from getting stiff, and will steal less heat from the rest of the body after rescue than they would if unexercised.

This doesn't mean that a person should swim away from a drifting boat, of course. Neither should he disobey his ship's regulations concerning life jackets. But

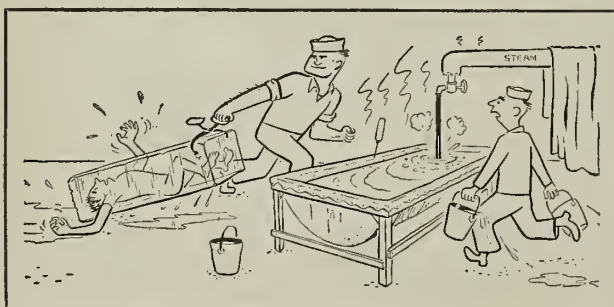


... good hot bath right away is important ...

pleasant warm feeling. On the other hand, merely re-warming badly chilled men in the air of a cozy room may take several miserable hours.

Temperatures deep inside the body fall rapidly and drastically right after the subject's removal from cold water. That's one reason why it's important to start the warm-bath treatment quickly. In experiments, one subject's "deep temperature" fell more during the first 20 minutes he was out of the cold tank than it did during the 60 minutes he had been in it. Air temperature was 73° at the time; water temperature 50°.

To find out these things, some brave men climbed naked into a tank of cold water at the Naval Medical Research Institute, National Naval Medical Center,

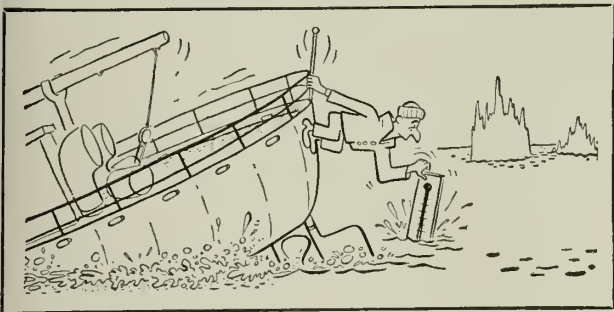


... quick-thaw was found to be the best method ...

Bethesda, Md. They shivered like mad, turned blue, and suffered a numbness in their toes — but they stuck it out their allotted time: approximately an hour in most cases, down to a quarter hour in others. Afterward, with rapid rewarming in water, the Bethesda volunteers came out of it in fine shape. They were just a little tired and sleepy at the day's end.

Water in the Research Institute tank was kept at temperatures between 42 and 50 degrees — mostly around 48. Not so cold—? Well, not many people would want to get into it. The North Atlantic in the vicinity of Iceland lingers around the 45° mark in midwinter. The Yellow Sea averages 47° in February; the Japan Sea doesn't get below 50. The Bering Sea is sometimes warmer than the water in that tank.

And it's not only in the winter or in the far north that a person is in danger of cold immersion. When the hospital ship *USS Benevolence* (AH 13) collided with

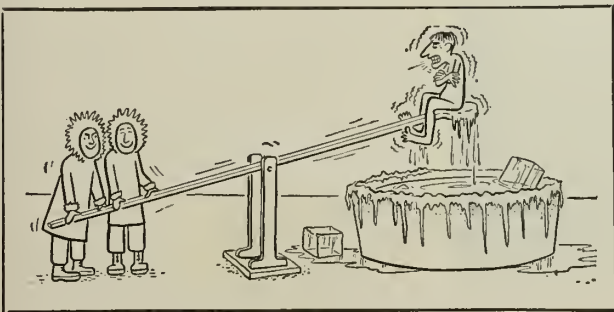


... just what is cold water and what isn't? ...

a freighter and went down off California's Golden Gate, survivors suffered terribly with the cold. No doubt the loss of at least some of the 23 dead or missing was due to that cause. The date was 25 August (1950).

To get back to Bethesda, one man who took part in the experiments there said he didn't get as cold in three hours in air at 20 below zero as he did in an hour in water at 45 above. Of course, he had clothes on in the 20-below experiment — but still, the water was 65 degrees warmer. That shows how much a relatively cold dunking can chill a person.

So one should keep struggling and swimming if he goes overboard when the water's cold. If a man is pulled out of such a predicament, chilled but not frozen, he should be deposited as soon as possible into a generous quantity of warm water. If the rescue ship has no bathtubs — a most likely situation — the



... experiments proved that 50 degrees is cold ...

Where to Get Information on Survival

If you want to be really sharp on all phases of survival as a castaway, as all savvy sailors should be, here is some good reading matter on the subject:

How to Survive on Land and Sea; U. S. Naval Institute.

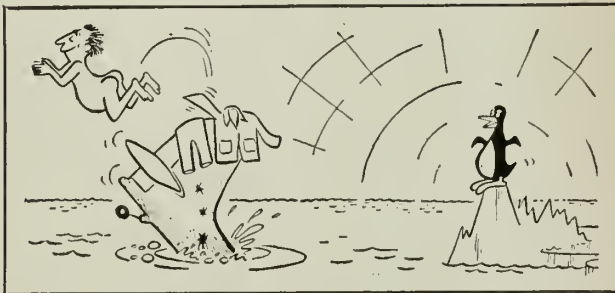
Survival on Land and Sea; Office of Naval Intelligence, U. S. Navy.

ALL HANDS, March 1943 (pp. 8–11); May 1943 (pp. 12–13); November 1944 (p. 17); March 1944 (p. 25 and pp. 28, 29 and 46).

See your librarian. It could save your life.

galley soup coppers can be drafted into service. If there aren't enough of *them* to go around, no doubt the deck force and the damage control gang can throw together a vat of wood and canvas. Meanwhile, the victim or victims can be warming under a fast tepid shower.

When limbs or other portions of the body are actually frozen, the picture is different. Present treatment begins with gradual and judicious rewarming. Experimentation has been conducted with rapid rewarming, with pressure dressings applied afterward but conclusive decisions on such treatment haven't been reached. At any rate, treatment for actual freezing or frostbite is a matter for the doctor — and for nobody else — if a doctor is available. If a doctor isn't available, gradual and judicious rewarming is about the only thing possible. Some people, remembering barbarous folk-lore, recommend rubbing frost-bitten parts with snow. That treatment is not only useless and cruel; it's likely to be harmful. Don't do it.



... keep your shirt on—you may need it later ...

A person might well ask, "What's cold water and what isn't?"

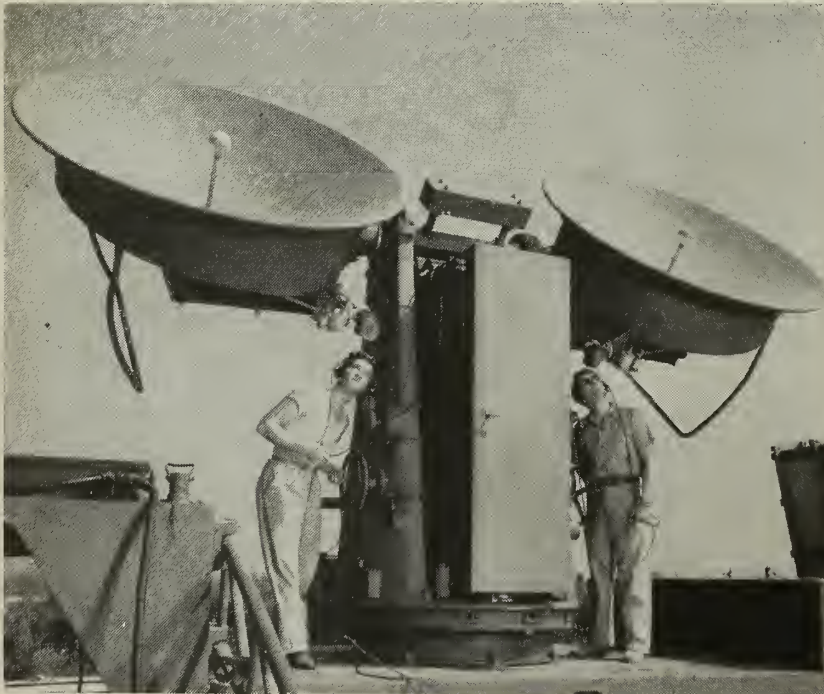
The Bethesda experiments were conducted in water up to 50 degrees, and that temperature was considered low enough to make them valid. Water a good deal warmer than that can be mighty chilly if you're in it very long. When those toes start turning numb and those teeth start hammering, the water you're in is cold.

If overboard in cold water, it would probably do no harm to pull off your shoes and peacoat if you think you can stay afloat longer without them. But keep the rest of your clothes on. They'll retain a little heat, even when soaked with water, and under many circumstances they'll be valuable later on. — H. O. Austin, JOC, USN.

Plane Brains



POINTING SKYWARD, rocket-powered model is prepared for its trip to the heavens. Radio equipment in missile will send flight data to NACA observers.



PROBING FINGER of radar tracks missile as it arches into space. Making use of the Doppler Effect, this unit can tell speed of missile at any instant.

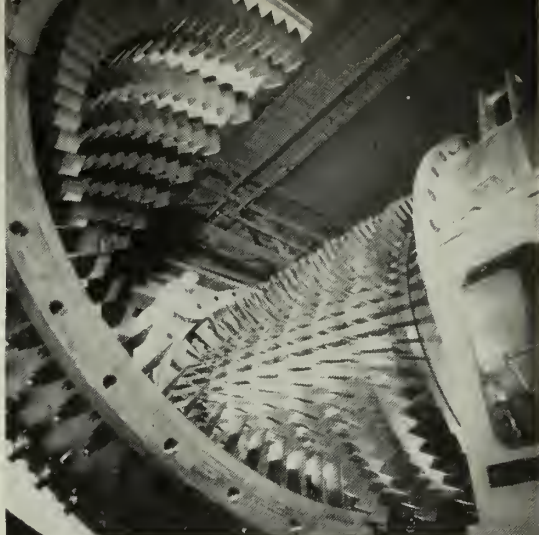
A HUGE BULL HORN mounted high in the control tower booms out the diminishing seconds. "Minus fifteen . . . minus ten . . . minus five . . ." With an earthshaking, thundering swoosh another rocket-powered NACA test missile hurtles skyward out over the Atlantic to destruction.

From Wallops Island off the coast of Virginia, the National Advisory Committee for Aeronautics has for the past six years been launching rocket-propelled free-flight models in the organization's never-ending quest for information which will help build the planes of the future. Committee scientists, who have been working with hand-in-glove cooperation from the Navy since the committee was established in 1915, are able to gather from these free-flight models an amazing amount of information about the behavior of aircraft in the transonic and supersonic speed ranges. The value of this sort of research comes from the fact that relatively larger models at faster speeds can be studied than can be currently handled in wind tunnels.

How do these research hot shots learn anything from the model's high-speed, one-way trip? One of the answers is the telemeter. This is a compact, complex portable radio station that can send back to receivers on the ground information about what's going on aboard the destruction-bound missile. It can supply the answers to 10 questions about each missile. Information about the pressures acting on this or that portion of the missile, the temperatures along the surface, stresses and strains occurring as the model is rammed through the atmosphere are all radioed back to the technicians on the ground.

The models and equipment used in these tests must be light and strong to withstand the high aerodynamic loads and accelerations imposed on them. A 10 channel telemeter installation weighs but 13 pounds and can withstand remarkable accelerations sometimes exceeding 100 Gs (units of gravity).

Another method of obtaining information is through radar tracking. For example, speed of the test vehicle is determined by Doppler radar. This special equipment makes



FUTURISTIC wind tunnel (left) is one of several at Langley. Above right: Air compressor dwarfs man. Right: Weird antenna gathers signals from missiles.

use of a phenomenon known as the Doppler Effect. Everyone has experienced it in the form of a train whistle or a jet airplane. The pitch of sound rises as the object approaches, diminishes as it recedes. Radar impulses are effected in the same manner as sound waves. This equipment is so sensitive it can track a .22-caliber bullet and accurately determine its speed at any given instant.

The sleek, weirdly beautiful models are built and instrumented at the Langley Laboratory of the NACA. Each one is unique because each is designed to investigate a different aerodynamic problem. The models are taken from the shops at Langley to the Wallops Island firing area which—NACA officials emphasize—is a research facility *not* a proving ground, checked over with the greatest of care and launched.

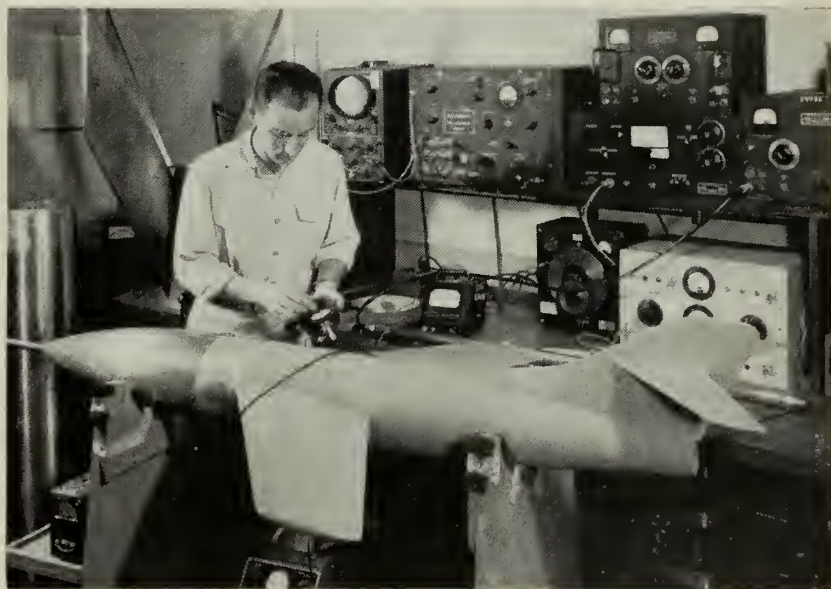
Due to the meticulous care that goes into the construction, instrumentation, and launching of the test vehicles, NACA scientists obtain a remarkable amount of information from each "shot." An average of over 90 per cent of the information sought is obtained from these rocket-propelled models.

Does it pay off? The Navy's famous *Skystreaks* and *Skyrockets* (D-558, Phases I and II) as well as other tactical and research aircraft utilize aerodynamic data obtained by this free-flight method.

However, no one technique can supply answers to all the researchers' questions. One piece of equipment of which the NACA is pardon-

ably proud and one which they confidently expect will enable them to fill in a lot of blanks in their theories of transonic aerodynamics is the great new 16-foot Langley transonic wind tunnel.

Because tomorrow's planes must be supersonic, they must also pass through the transonic speed range. In this range, air is a mixture—part slower than the speed of sound, part faster. It is sort of a twilight zone and some very strange things go on in there about which researchers must learn a great deal. The airflow is so complex that development of a theory to cover speeds in this range



PLANE MODELS flown at Wallops Island are an intricate bit of business. Technician here checks circuits connecting instruments seated in missile's nose.



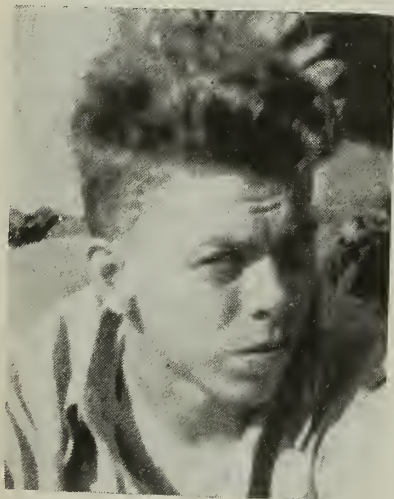
THIS PHOTOGRAPH of USS *Santa Fe* showing a group of survivors of USS *Franklin* is purported to show Litzenburger (circled) in foreground.

Do You Know the Identity of This Man?

Here is another wake-of-war mystery such as those solved so promptly in the past by ALL HANDS readers.

At the height of World War II, there was in the crew of the submarine USS *Kete* (SS 369) a young gunner's mate third class named Frank Litzenburger. On 20 Mar 1945, *Kete*, en route to Pearl Harbor from the western Pacific, disappeared and was never heard from again.

On 16 April 1945, Litzenburger's



CLOSE-UP of Frank Litzenburger? More than 200 neighbors identified this man as one who is listed as lost.

mother received an official telegram reporting her son missing in action. However, on the 18th of May she saw in a newspaper a picture which had been taken on the day prior to *Kete's* disappearance two months earlier. The picture showed the deck of the light cruiser USS *Santa Fe* (CL 60) crowded with survivors from the sunken aircraft carrier USS *Franklin* (CV 13). In the foreground of the picture was a young man whom the mother and some 200 of her neighbors identified to their own satisfaction as Frank Litzenburger!

There the case rests. If Frank Litzenburger, GM3, USN, happened to be on board *Santa Fe* on that day before his submarine disappeared, what later became of him? He could hardly have rejoined his ship before her disappearance. If the man in the photograph isn't Frank Litzenburger, who is he? Years of saddening correspondence by Litzenburger's mother have brought no satisfactory answer to that question.

Perhaps you can answer it. If you can—if you're the man indicated in the accompanying photograph, or if you know without a shadow of a doubt who he is or was—write the Editor, ALL HANDS, Room 1809, BuPers, Navy Department, Washington 25, D.C.

has been very difficult. What's more, the principal tool of aeronautical researchers — the wind tunnel — was found to have crippling limitations in this speed range. Very simply, it choked up.

Up until rather recently it was believed that nothing could be done about this "choking." Learned books on the subject merely assumed that it was something that "had to be" and went on from there. That wasn't good enough for the NACA experts.

In the early '40s NACA pilots dived Navy fighters to supercritical speeds to establish the character of air flow under such conditions. The information was also valuable in studying the choking phenomena experienced in wind tunnels at the same speeds. After lengthy study, NACA finally licked the problem.

How the problem was licked is something secret. No one else is believed to have learned the "trick." It utilizes an entirely new tunnel concept. When enough experiments jibed with the new theory, NACA started building. John Stack, NACA's Assistant Head of Research and principal designer of the tunnel, described the concept as, "so simple it scares you."

The first of these new research tools to be placed in operation was the eight-foot transonic tunnel at the Langley Laboratory. The largest of the transonic tunnels now complete is the Langley 16-footer. With these tunnels air flow through the test section is as accurate as can be maintained in other modern tunnels designed for use in other speed ranges.

The 16-foot tunnel is a thing of awesome beauty . . . like a giant cavern in a dream of the future.

Everything about it spells power and speed. Two 30,000 horsepower motors are connected by 60-foot drive shafts to the fans. Thirty-four feet in diameter, the front fan has 25 blades, the rear fan 26. This is to prevent the creation of sympathetic vibrations which would destroy the smoothness of the air flow. This tunnel can accommodate models sufficiently large to yield results typical of a full-sized modern fighter plane operating at 40,000 feet.

The aircraft operating with our Fleet today are the world's finest. The research "brains" of NACA are doing everything in their power to assure us that they will remain so in the future.—1st Lt. John L. Vandegrift, Jr., USMC (Ret).



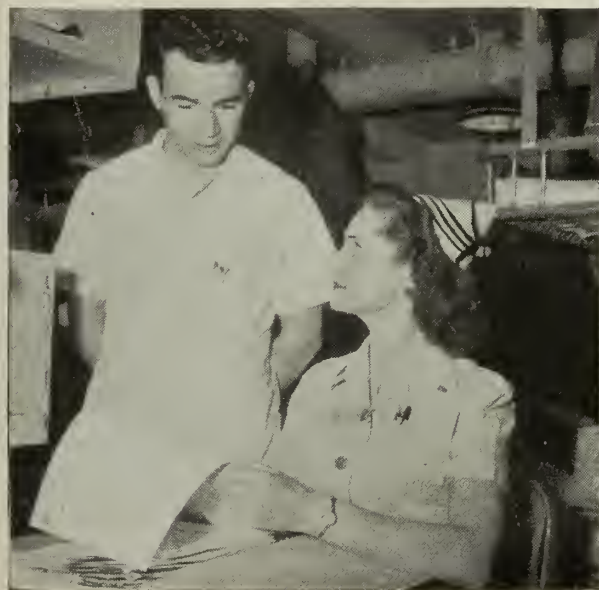
Sea-Going Heroines

HEROINES in their own quiet way are the Navy's nurses on board hospital ships in the forward area.

Working tirelessly among their patients in the dimly lit wards below decks, these highly skilled women have contributed much toward the magnificent record compiled by the mercy ships in Korea. One ship, for example, *uss Consolation* (AH 15), reported only 10 deaths out of 2,500 patients admitted at Inchon and Wonsan.

A nurse's day is a busy one. For Lieutenant Eveline Kittilson of *uss Repose* (AH 16) even an ordinary day means plenty of work.

In pictures, LT Kittilson dines with two visiting nurses (upper left); fills out a newly admitted patient's chart (upper right); watches a corpsman redress a wound (right center); makes the rounds with the doctor (lower right); and discusses treatment with a corpsman.



Brief news items about other branches of the armed services.

A NEW PLANE-CRASH SAFETY HARNESS developed by the USAF's Air Materiel Command will provide vastly increased protection for passengers who sit side-by-side along the walls of cargo planes and gliders. The tough new nylon net harness will withstand a crash force of approximately 8,000 pounds.

For paratroopers and combat infantrymen, the new harness—made from a triangle of nylon mesh webbing—will fit snugly over the wearer and his 150-pound combat pack, protecting him from the force of crash impacts and takeoff and landing bumps.

The new harness includes a built-in pillow. A strap—padded to form a soft headrest—crosses the side of the wearer's neck to protect his head from severe shock or jar in case of crash.

★ ★ ★

SAVING THE LIVES of survivors of plane crashes at sea may be accomplished in the future by unmanned remote-controlled radio lifeboats designed to carry 15 men. The new device developed at the Wright-Patterson Air Force Base, Dayton, Ohio, will be standard equipment on SB-29s of the Air Force's Air Rescue Service in approximately a year.

A massive 100-foot parachute is used in dropping the all-metal 30-foot lifeboat in the vicinity of survivors. After it hits the water the parachute is automatically jettisoned. Its engine is started and its direction determined by radio control signals sent by an operator in the rescue plane.

The operator's first signal releases stabilizing fins which hold the boat steady in its descent, frees the rudder, opens the engine's air vents and cranks the motor. The boat then travels in desired directions under radio control by the rescue plane. The operator stops the boat when it comes to the survivors' raft, and idles the motor while they board. The boat is equipped with duplicate controls which enable the survivors to break off radio control and take over when ready.



A ONE-PIECE FLYING SUIT has been developed by the Air Force to protect airmen from frostbite in temperatures as low as -65 F. Several thousands hours of tests in Alaska indicate the coverall will keep the wearer comfortably warm for over 48 hours in frigid temperatures.

The garment can be worn over the standard uniform and contains an electrical heating unit described as the safest yet developed and which can be adjusted by the wearer to one-third, two-thirds, or full-wattage, as needed.

Men who have worn the "hot suit" say it is as warm as a heavy flying suit even without the heat turned on.

The electrical connection with the aircraft is permanent enough to prevent accidental disconnection but allows the flyer ample freedom for movement and will not hamper him in bailouts.

During World War II, electrically heated clothing was used to supplement the heat for aircrews on high altitude flights. Most of these were four-piece outfits, consisting of a two-piece outer garment with an additional two-piece interlining carrying the wiring or heating unit. The new suit, called the "G-1" has a nylon outer shell, a nylon inner lining, double-faced wool pile interlining and a cotton innerlining which carries the resistance wires.

★ ★ ★

THE PAIN AND PSYCHOLOGICAL HAZARD of the hypodermic needle in administering "shots" may be eliminated in the future by a new high pressure injection apparatus now in advanced experimental stages in the U.S. Army Medical Research and Graduate School, Washington, D. C.

With multiple-dose apparatus, large numbers of people could be given protective vaccines or medication in a short time.

Discovery of this method of using high pressure jet to force medicaments through the skin appears to have originated when it was found that automotive lubricants were accidentally forced by pressure into tissues under the skin of mechanics working on grease racks.



DOWNED FLIERS can rely on on-the-spot assistance from the Air Force's Air Rescue Service. ARS uses helicopters and dog teams to perform its mission (left). Right: 'Paramedic' who can be dropped to help an injured airman.



ROCKS AND SOLES—Special Army testmen give pre-combat trial to its new uniforms. Left: Soldiers try out a new twill by crawling across cinders, down rock slide. Right: A recorder checks damage to boots after 15 miles.

A "G-STRING" TRANSMISSION LINE is a new and inexpensive method of beaming television, radio and radar waves, developed by the U.S. Army Signal Corps. The line runs from transmitter to antenna, or from antenna to receiver.

Nicknamed after the inventor's initials—Dr. George Goubau of the Army Signal Corps Engineering Laboratories—the "G-string" is expected to carry at least 30 television channels in long distance transmission, compared to one carried by the present day coaxial cable.

In this new method the antenna mast, usually 50 to 200 feet high, serves as the "G-string." Signals travel along the surface of the mast rather than inside a cable, and then are reflected towards their destination by a pair of flat plates mounted at a 45-degree angle on top of the mast.

Costly and bulky antenna structures used in conventional systems are not needed. Complicated rotating joints formerly needed to change a radar signal's direction, as in "sweeping" the sky, are also eliminated.

* * *

A HIGH-SPEED PUSH-BUTTON telegraphic communications network, developed to facilitate handling of multiple-address messages, is now being operated by the Air Force on a nationwide basis.

The system uses five switching centers—operated by 350 WAFs and located at Washington, D. C., Sacramento, Calif., Dayton, Ohio, Montgomery, Ala., and Fort Worth, Tex.—to transmit multiple-address messages from any station on the 128,000 mile circuit to any or all of the 179 stations now linked with the network.

After receiving a message from one of the stations, the operator at a center merely presses buttons on a control panel to connect the center's transmitter to the stations that are to receive the message. He then presses a starter button and the message is simultaneously and automatically flashed to all addressees.

Telegraph communications formerly took several hours because 28 centers and many operators were needed to relay the messages. The new system elim-

inates 23 centers and reduces the number of personnel involved by 400. The Air Force hopes to effect an eventual saving of over \$1,000,000 annually as a result of its new telegraphic procedure.

The potential capacity of the network has not yet been determined but one center has "switched" more than 1,200 messages per hour—which means an average of 3,400 words per minute passing through one center.

* * *

SERIOUS BURNS heal more quickly when a new system of high caloric feeding is used, Army researchers report.

Extreme or extensive burns, especially those that have become infected, often result in a toxic state in which the patient loses his appetite. This, in turn, causes a loss in strength and weight.

A liquid diet—rich in energy food—is fed through a small plastic tube inserted through the nose and extending directly into the stomach. The food is carried to the stomach by means of a specially designed pump.

The diet is fed at an extremely slow rate—about one-twentieth to one-thirtieth of an ounce per minute. This allows the food to be well assimilated without causing nausea or vomiting. By operating the pump 24 hours a day, several thousand calories can be fed.

The process is continued after the patient is able to eat full, normal meals and begins to gain weight, until the healing is well under way.

* * *

ONE OF THE RARITIES of the gun-smith's trade, an over-and-under gun (one barrel over the other), has been developed by the Army Ordnance Corps for the Air Force. It is a combination .22 caliber rifle and .410 gauge shotgun.

Designed as a wilderness survival weapon for downed fliers, the rifle section is accurate up to 200 yards and can be used to kill a deer. As a shotgun it can be used for shooting small animals and birds. This gun, which can be folded to less than 15 inches in length, carries four shotgun and nine rifle shells in its stock.



MERCHANT SHIPS—plowing the broad Pacific—have delivered the bulk of the material used in the Korean fighting.

The Sea-Going Merchant Marine Reserve

FROM TIME immemorial merchantmen have contributed their ships and men to the fighting navies of the world.

Until a comparatively short time ago however, in time of war a nation's reserve manpower was "recruited" by the infamous press gangs. Contrary to popular belief, these "recruiters" did not, as a rule, snatch unoffending landmen from their firesides but concentrated whenever possible upon seizing skilled merchant sailors who were thus forced against their will to become men-o-war. Square-rigged ships-of-the-line, with their intricacies of sail, required skilled hands. As navies had neither facilities nor inclination to train green landlubbers, their press gangs usually preyed on able-bodied, healthy merchant seamen recently returned from extended voyages.

However, in the last century and a half, as the distinction between combat and merchant ships rapidly widened, a more stable system of naval reserve manpower also developed.

Based on the experience of the Naval Collier Service established in 1898, and on the success of the Naval

Auxiliary Reserve, the United States Navy gradually evolved a plan of enrolling seagoing officers and men actually serving afloat in merchantmen in a component of the Naval Reserve long before the beginning of World War II.

Thus, as soon as war began, a definite number of trained seamen could be counted on to man their own or other merchant ships requisitioned by the Navy. However, instead of being forced against their will into the naval service as in the past, most Merchant Marine officers were eager to join and to participate in naval training.

Today, about 200 ships of the Merchant Marine are commanded by Reservist skippers and fly the blue pennant of the Naval Reserve, signifying that more than 50 per cent of their officers, as well as the master, are Reservists, and that the ships are suitable as naval auxiliaries.

Drawn from the pool of 15,000

Naval Reserve officers who make up the Merchant Marine Reserve component, the 1,500 Merchant Marine Reservists now on active duty are playing an important part in the battle for Korea.

The role of the Merchant Marine and the men who serve therein has been fully acknowledged by top Navy officials. For example, in referring to the Hungnam evacuation, Assistant Secretary of the Navy John T. Koehler, addressing a Propeller Club meeting, said:

"In the face of greatest possible odds, despite the handicaps of terrain and worse weather, and regardless of enemy assaults, the Navy safely loaded aboard ship and evacuated 103,000 fighting men, 100,000 civilians, 17,500 vehicles and 350,000 measurement tons of material.

"It would obviously have been a physical impossibility to carry out this staggering task without the ships and crews of the American Merchant Marine who were a vital component of this operation.

"Not only at Hungnam, but at Pusan, Inchon, and other Korean ports these merchant vessels have played vital roles in every operation since hostilities began. Consequent-

**Many's the 3rd Mate Who Has
Traded His Merchant Ship
For a Korean-bound Warship**

ly, our traditional 'Well done' goes equally to the American Merchant Marine and to the Navy."

If more figures are needed, here are a few: In a four-month period following the outbreak of the Korean hostilities, nearly 4,000,000 tons of cargo, exclusive of petroleum products, were moved from the continental United States to the Pacific theatre in support of the United Nations forces. Of this, more than 80 per cent moved in privately owned American flag ships. In addition, 185,000 military passengers were moved to the fighting front.

In the field of passenger transportation, some kind of a world's record was established during the evacuation of Hungnam when the 7,607-ton *Meredith Victory*, a freighter designed to accomodate 12 passengers, evacuated 14,000 terrified refugees to Pusan in a single three-day voyage. Top capacity of the 81,235-ton *Queen Mary* during World War II was 15,000 troops.

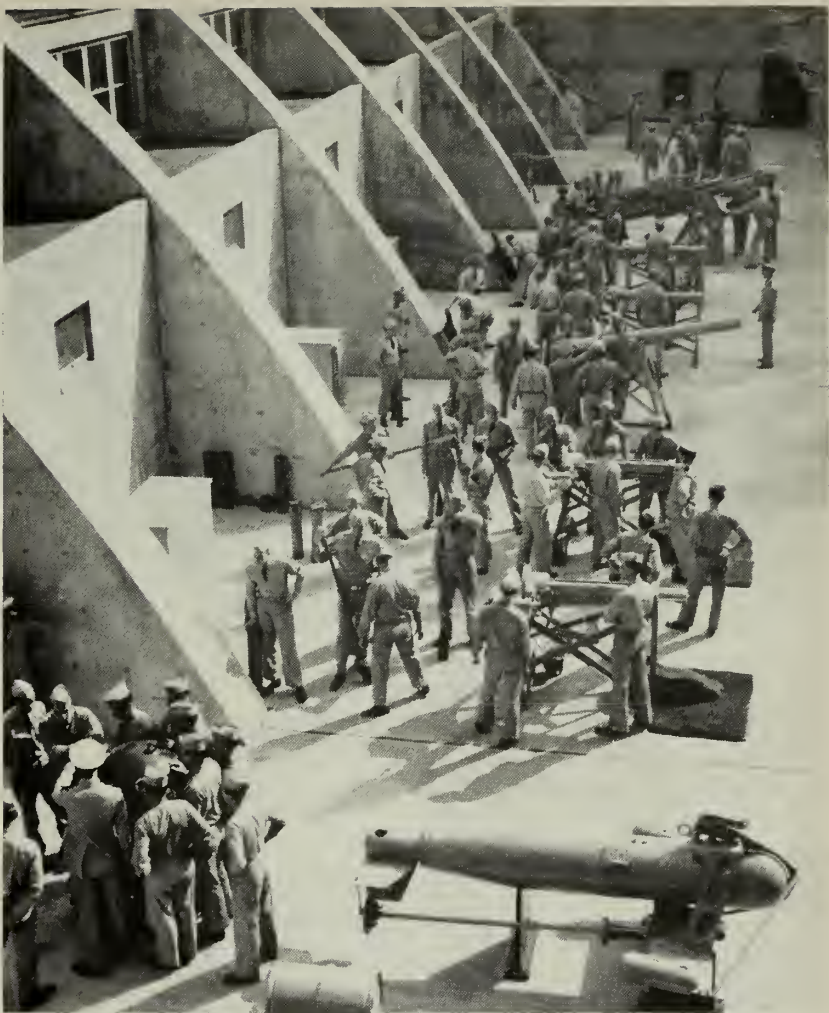
Although the Merchant Marine Reserve component is a comparatively small portion of the over-all Reserve, its historical place in the scheme of the naval establishment has always loomed large. It is worth remembering that every candidate selected for an officer's billet in the naval service in 1794 had formerly served in a ship of the Merchant Marine. Almost every early naval hero was an ex-merchant mariner.

The tradition established by these heroes was continued by officers of the Merchant Marine Reserve who, with their specialized knowledge, helped fill important assignments during World War II.

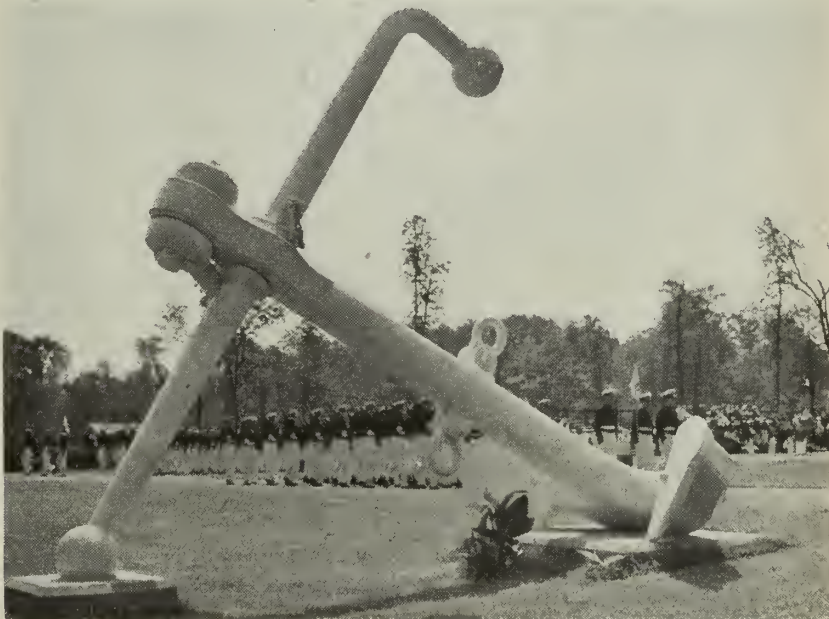
Although not a part of the armed forces, the Merchant Marine saw heavy action. Between 1 Sept 1939 and 8 May 1945, the losses of the U. S. merchant marine amounted to 1,554 ships of 6,277,000 deadweight tons. Six thousand Merchant marine seamen were killed in action.

In the final year of the war, more than 50 per cent of the large attack transports and amphibious cargo ships in the Pacific Fleet were commanded by MMReservists. An even higher percentage of MMReserve officers were in charge of the engineering departments of auxiliary ships, filling billets on nearly every C-2, C-3 and Victory attack transport and cargo vessel.

The kind of training that made our young Navy great in Revolution-



FUTURE OFFICERS of the Merchant Marine learn the fundamentals at Kings Point. Each one will get his license and a commission in the Naval Reserve.



SPIT AND POLISH of a regimental review is part of the cadet's training. Besides the federal academy, there are four state merchant marine schools.

ary days is continued today as a part of the tradition of our modern Merchant Marine.

A cadet may attend a federal academy or one of the four state academies. Four-year courses are held at the New York State Maritime College, Fort Schuyler and three-year courses at the Massachusetts State Maritime Academy, Hyannis; the Maine State Maritime Academy, Castine; and at the California State Maritime Academy, Ballego, Calif.

The curriculum offered at the federal academy at Kings Point, Long Island, New York, is characteristic. Potential deck officers receive courses in orientation, navigation, electronics, mathematics, English composition, marine engineering, mechanical drawing, boat handling practical seamanship, theoretical seamanship and firefighting. The same subjects, with greater emphasis on mechanics, are offered to engineer officers. The second year of a four-year course is devoted to actual training at sea.

The cadet midshipman receives a concurrent appointment as a midshipman in the Reserve, serving in an inactive status. Upon successful completion of his course at one of the maritime academies, he is licensed as a third mate or third as-



SEXTANT-TYPE stadimeter is operated by a cadet-midshipman during one of his periodic training cruises.

sistant engineer, and is then commissioned as an ensign.

To develop a strong Merchant Marine Reserve, the government requires that all of the deck and engineer officers employed in vessels on which an operating differential subsidy is paid, must be members of the Naval Reserve, if physically and otherwise qualified.

In time of war, MMR officers are

ready for duty in their own or other ships taken over by the expanding Navy. Whether they are called to active duty or remain in the maritime service, they are of value to the Navy. While serving on board merchant ships they are still members of the Navy team and able to put their training to good use. Familiarity with the naval organization, methods and procedures is of benefit in such joint problems as task force formation, or convoy and escort work.

To maintain its Merchant Marine Reserve component, the Navy has established offices in the headquarters of the District Directors of Naval Reserve in the important port cities.

Principal duties of the officers supervising these activities are to maintain liaison with officers afloat and ashore, who are employed in the administration of merchant ships, maritime academies, and allied government agencies connected with the seafaring professions.

Present-day opportunities for Merchant Marine Reservists to train aboard Navy ships is the reverse of the original custom. After the Revolutionary War, there was a surplus of naval personnel and fewer men-o-war.

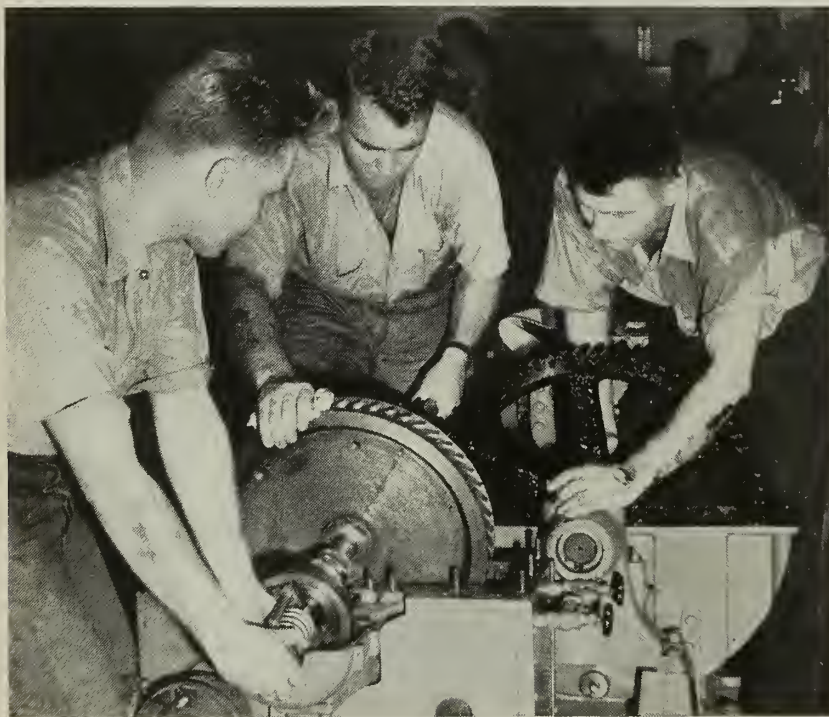
Today, training for Merchant Marine Reservists is similar to that for other members, with variations made to adjust the program to the needs of this particular service.

Although two-week annual training duty is open to MMR personnel, they are permitted to group four annual training periods and take 56-day cruises between voyages in the merchant service.

Active training billets are open to a limited number of Merchant Marine officers. Such training is considered a valuable recommendation to owners of steamship lines. Junior officers gain valuable experience in watch standing as well as an orientation in naval organization and administration by performing this duty.

The Navy's officer correspondence courses provide additional training for the merchant mariner while he is at home or afloat.

Rank and promotions for members of the MMR are based on the same factors as other components of the Naval Reserve subject to running mate system rules which prevent discrimination against any one component of the Reserve or Regular Navy.



MACHINE SHOP skills are absorbed by eager trainees. At present, 1,500 former cadet-midshipmen are serving on duty as Naval Reserve Officers.

This Successful Hobby Shop Keeps Bluejackets Happy

THE BLUEJACKET is always happy when engaged in some kind of creative work on his own initiative. Wherever a hobby shop has been established—at sea and ashore—it is an infallible source of interest and contentment for naval personnel.

But hobby shops really come in to their own in distant spots, where time is long and recreational activities are sometimes short. To see what a naval outfit can do about this situation, let's take a look at the Adak, Alaska, Naval Station.

"This is the most completely equipped recreation building I have seen—in the States, or anywhere." These words are typical of most visitors who tour the new Welfare and Recreation building at the Adak station. According to the station's CO, the new recreation center has "caused morale to skyrocket on our isolated outpost."

Opening a year ago June, the "rec" hall provides sailors and their families with the latest movies in a modern theater, or swimming in a heated pool. Other popular recreational facilities include a 15,000-volume library, two glass-encased lounges, each with scenic views, and a game room offering pool and Ping-pong.

The hobby shop is the station's most recent addition to off-duty leisure-time activities and is operating at its full capacity. Each night about 60 men are busily engaged in working on some personal project. Among the 37 available crafts in the hobby craft program, nearly



HOBBY LOBBY at Adak is this spacious workshop which is stocked with equipment for leathercraft, woodworking, plasticraft and photography.

everyone finds some hobby to help him develop skill in a particular field.

"A poll would probably show leathercraft, photography, and woodwork to top the hit-parade of popular hobbies," according to the station recreation officer.

Considerable skill is shown by a few men who have produced costume jewelry.

Model building is also high on the production list, featuring planes, ships, "hot rods"—and recently miniature railroads have put in an appearance.

One large room, designed exclusively for hobby crafts, furnishes 24 places for leathercraft and

model making. There are eight double workbenches for woodworking and carving and three for sailors working in plastics and lapidary arts. Hobbyists working in metals and costume jewelry have four double benches.

Along with the most modern thinkers in the field of personnel management, the Navy believes the individual should be busy in order to be happy. The Adak hobby shop program provides all the needs of equipment and material supplies essential to success of the individuals' projects. A rotating fund was appropriated from the welfare and recreation fund to maintain a complete stock of hobby supplies.



SAILOR CRAFTSMAN shows how he tooled leather for purse. Right: Other hobbyists turn to on pet project.



STROLLING down the famed Champs Elysee, three Marines who form part of guard detachment at the American Embassy, pass towering Arch of Triumph.



OLD CANNON on the grounds of the Paris military school gets close scrutiny from a modern warrior. The city this year celebrates its 2000th anniversary.

AS A FIRST choice of most Navy men on the list of foreign shore duty stations, Paris possesses that indefinable unity of atmosphere which has fascinated writers, poets and painters for centuries past. For the adventure-spirited American servicemen of World Wars One and Two, Paris remains legendary and forever a source of wartime tales to wow the younger generation.

This year as Paris celebrates the 2000th anniversary of her historical beginning as the town of *Lutetia Parisiorum*, a group of United States marines on duty with the guard detachment at the American Embassy in the gay capital of the French, are sharing some of the honors as host to the visiting world.

Two centuries after Caesar's conquest of the Gallic fishing hamlet on a small Seine River island now largely occupied by the huge Palace of Justice and the Cathedral of Notre Dame, the little town has grown to near five million population.

It is on the West Bank of the Seine, in the section of Paris where most of the governmental offices, embassies, legations, and the military are located, that we find the U. S. Embassy on the Place de la Concorde. Here the U. S. marines stand security watch around the clock.

Both on duty and on leave or liberty, the marines "see France" in the finest fashion—the illustrious provinces of Normandy and Brittany, the chateaux country; Alsace and Lorraine and the Alpine Savoie; in the south Biarritz, and the Basques; the Pyrenees and Carcassone in southern France, a medieval walled city and one of the architectural marvels of Europe; the scenic beauty of Europe's famous playground, the glittering Riviera, is within reach for a weekend liberty.

Hobbies of the Leathernecks in Paris are many and varied, and shutter-bugs have great opportunities to exercise their yearnings. Study of the French language has occupied many leisure hours of the marines. It is notable that every man of the detachment is enrolled in courses of the Marine Corps Institute in general military education covering phases of leadership, weapons, mapping, etc.

Performances of grand opera at

in Paris

the French National Opera House, one of the architectural showplaces of the Old World, is among the favorites of a long list of recreational opportunities. Familiar to the men are the art treasures of the Louvre, including da Vinci's Mona Lisa, and the famous representation of Aphrodite in sculpture, the Venus de Milo.

Sports activities for the marines center around the basketball court. "Court" in the Parisian sense is a far cry from what the men played in stateside tournaments. They have "played on wooden floors, cement floors, and just plain dirt floors." The last is dubbed "terre battue" by the French. Names of some of the competing clubs are memory book items for the marines. *Amicale Sportive des Cheminote de L'Est* is an example.

The marines practice in the gymnasium of the American Church in Paris. Occasionally they recruit team members from the offices of the air and military attachés in the U. S. Embassy.

The social calendar of the year is highlighted by the annual Marine Ball. Guests of honor in 1950 included Ambassador and Mrs. David Bruce. The formal affair was staged in the swank French Continental Club in Paris.

Last Christmas the marines played Santa Claus to needy French kiddies. Each marine "adopted" four young-



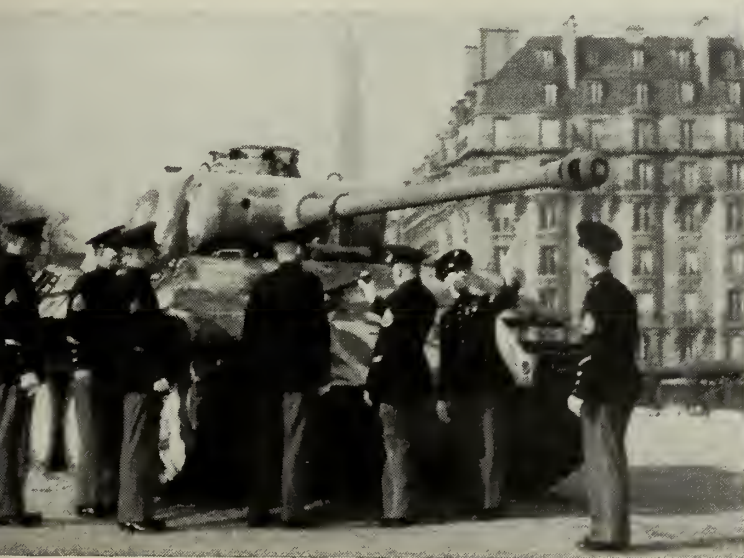
VENUS DE MILO, historic statue created in ancient Greece and now on display at the Louvre museum, gets appreciative glances from off-duty Marines.

sters, selected by the Salvation Army. Sacks of candy, clothing, toys, cake, ice cream—all the ramifications of a U. S. Christmas party helped change the French children's conception of Santa Claus from that portly old man with white whiskers, to one of a stalwart young man in forest green uniform.

The annual Ambassador's Garden

Party in Paris is attended by the Marines in full dress uniform. The affair is held in the headquarters of the U. S. Information Service.

The U. S. marines are not alone in this choice duty for all the other branches of the U. S. armed services are represented, including the Waves, Wacs and women marines.—Kenneth Barnsdale, JO1, usn.



PANZER TANK stirs professional curiosity. Right: leathernecks pass another famous museum piece, Winged Victory.

LETTERS TO THE EDITOR

Prices at Ship's Stores

SIR: Do all sea stores charge the same price for the goods they stock or does each ship establish its own price list?—C.R.T., GNM3, USN.

• *The sales prices of all items in a ship's store are the responsibility of the supply officer. There are no standard or prescribed retail prices. However, items must be sold at prices to remain within the prescribed overall profit limitation, which is 15 per cent of sales at cost price. A price list corrected to date, signed by the supply officer and approved by the commanding officer, will be posted in full view of prospective purchasers. Additional information may be found in the BuSanda Manual, Articles 43300-1 and 543305-2.*—Ed.

Government Employees

SIR: A discussion recently arose concerning the President's Proclamation of 1950 regarding inventions and useful devices developed by "employees of the government."

I maintained: (1) That naval enlisted personnel are not employees in the strict sense of the word. (2) The government could not claim rights to an invention made by a Navy man under the terms of that proclamation.—D.B.H. Jr., EMC, USN.

• *You're speaking of Executive Order No. 10096 of 23 Jan 1950.*

This order defines government employees as "any officer or employee, civilian or military. . . . This definition is considered sufficient to include enlisted members of the armed forces.

Accordingly, inventions made by enlisted members of the armed forces are governed by the policy as set forth in section 1 of Executive Order 10096.—Ed.

Sea Duty Counts

SIR: Does sea duty count for purposes of advancement if it was performed in a previous hitch in a different rating of the same pay grade? I served the sea duty requirement of six months as an AOM2 in a previous enlistment. I am now a PN1.—H.L.J., PN3, USN.

• *Yes. The sea duty requirements for advancement to pay grades E-6 and E-7 are "sea duty in pay grade"—not in rating—and there is no stipulation that they must be fulfilled under continuous service conditions.*—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Rotation to Shore Duty

SIR: I'm a corpsman with the first Marine Division in Korea. When I get to the states on our rotation plan, would I be able to go to a shore duty station, or will I be sent to sea to finish my sea duty? If I can get shore duty would it be a station of my choice?—J.C., HN, USN.

• *Navy enlisted personnel serving with the Fleet Marine Force, Pacific (of which the first Marine Division is a part), who are returned to the continental United States for rotation of duty, are currently being assigned duty at a shore activity. Wherever possible, the location of the shore activity is one of two preferences indicated by the individual.*—Ed.

Armed Service Police Patrols

SIR: I would appreciate information on the unified system of military police. Does a permanent rating go with this? Would it be possible to request duty in the Hawaiian Armed Services Patrol?—C.S., GMC, USN.

• *Armed Service Police Patrols, consisting of a detachment of personnel from each of the services, are currently established in various areas in which considerable numbers of armed service personnel are stationed.*

Navy detachments for these patrols consist of general service ratings made up of personnel specially qualified for this type of work.

Naval personnel selected for this type of duty normally must meet the following requirements: minimum age 22 years, minimum height 5'8", rated personnel only, excellent military record, physically strong and mentally alert, GCT 50, must have had previous experience or be interested in military police work, recommended for such duty.

If you meet these requirements you may request duty in the Hawaiian Armed Services Patrol. You should submit your request via official channels to Commander Service Force, Pacific Fleet.—Ed.

President Rates a Salute

SIR: There is a debate going on here regarding rights to a personal salute. Does the President of the United States rate a personal salute? In February 1951 ALL HANDS, page 28, you say an individual rates a salute because of his right to wear a uniform. In March 1951 ALL HANDS, page 26, you say the President is the civilian commander-in-chief of the armed forces and that he isn't eligible to wear a military uniform unless he is a veteran.—S.G.E., BML, USN.

• *The President, as commander-in-chief, is entitled to a hand salute from all military personnel. For additional information, refer to U.S. Navy Regulations, 1948, Article 2110(4).*—Ed.

Staff Corps Precedence

SIR: Public Law 210, which provides that officers of the various staff corps (Medical, Supply, Dental, etc.) will take precedence according to the seniority of their running mates in the Line, is not in agreement with Navy Regs.

When and in what manner will the service be generally advised of the changes made by that law, or has this change been issued, and I have not been able to locate it?—H.O.S., LT, USN.

• *Article 1303 (3), U.S. Navy Regulations, 1948, is now in the process of being brought into conformity with the precedence changes resulting from the passage of Public Law 210, 81st Congress.*—Ed.

Housing for Navy Couple

SIR: According to existing regulations, when two service personnel marry, neither may claim the other as a dependent. Thus it seems that Mr. and Mrs. Navy aren't eligible for Navy housing, because each is furnished "quarters in kind." But why can't something be done to grant such couples permission to occupy Navy housing and pay rent from their base pay?—B.M.G., SK1, USN.

• *ALL HANDS does not know of any law or regulation which would prevent occupancy of Naval rental housing by two married service persons. It's possible that because of the extremely critical housing situation in your area, this is a local administrative regulation.*—Ed.

Transfer to Seabees

SIR: Before enlisting in the Navy I was in building construction work for several years. I would like to be transferred from the Atlantic Fleet cruiser in which I am now serving to the Seabees. How do I go about requesting this transfer?—J.W.D., SA, USN.

• There are two possible courses of action open to you. First, you may submit a request to ComServLant (your administrative command), via the chain of command, for assignment to the Naval School, Builders, Class A, CB Center, Port Hueneme, Calif. Personnel successfully completing the course are designated qualified builder strikers and assigned to some Seabee activity.

Second, if you don't feel you need the school or you're not able to obtain a quota in the near future, you may submit a request to ComServLant, via the chain of command, for transfer directly to some Seabee activity within the Atlantic Fleet.

In such an assignment it would be possible for you to perform the general duties of a CN, or even BU striker, which would offer you an opportunity to request a change in rating from SN(SA) to CN(CA) and ultimately to advance in rating as a builder (BU).

The builders school would still be available to you after assignment by ComServLant to a Seabee activity, should you still desire to attend at a later date.

Approval of any request which you might submit would depend upon the needs of the service and the policies of ComServLant governing transfers.—ED.

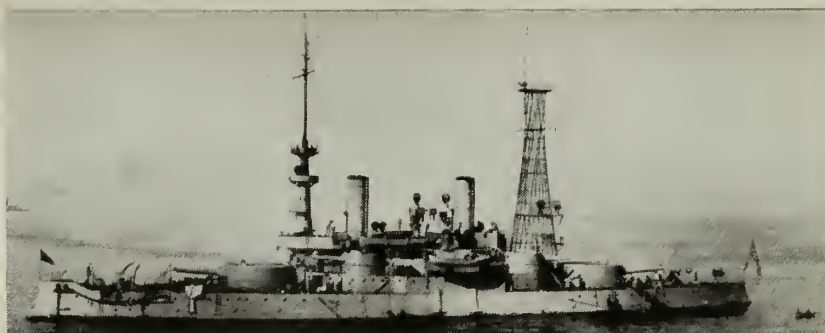
Training and Sea Duty

SIR: In all the BuPers circular letters I have read, I have found no definite information as to whether recruit training and service schools attended are considered as sea duty for the computation of eligibility for a normal tour of shore duty.—H.P.K., YNSN, USN.

• Recruit training and Class "A" service schools attended immediately after recruit training are not considered as sea duty for computation of eligibility for a normal tour of shore duty.

A person first enlisting in the Navy commences sea duty on the date of transfer to sea upon completion of recruit training. If he attends a Class A service school upon completion of recruit training, he commences sea duty on the date of transfer to sea upon completion of his course.

BuPers Circ. Ltr. 36-50 (NDB, January-June 1950) is the latest directive giving a thorough coverage of shore duty matters.—ED.



USS OREGON (IX 22)—As BB 3, she played a vital part in the Spanish-American War.

Plans of Battleship Oregon

SIR: Would you please send me the dimensions and deck plans of the battleship Oregon?—B.K., ex-USN.

• Sorry, there are no deck plans of Oregon (IX 22, ex-BB 3) available for distribution. Here are some of her dimensions: overall length, 351'2"; extreme beam, 69'3"; displacement, 10,288 tons.—ED.

Receiving Sea Bag Issue

SIR: In 1949, after a year in the Regular Navy, I took my discharge and was transferred to the Naval Reserve (USNR-EV). Last September I voluntarily returned to active duty. Was I entitled to receive a sea bag issue upon my return to active duty?—A.V.H., SN, USNR.

• As a USNR-EV, you were not attached to an Organized Reserve unit and would therefore not have received a sea bag issue as a Reservist. Consequently, it appears that you are entitled to an initial clothing monetary allowance under the provisions of paragraph 12-b(2), item 3, MPIM 8, BuSandA Manual.

Personnel who are entitled to this allowance and who have not received it may submit a claim in letter form to the General Accounting Office (Claims Division), Washington 25, D.C., via their disbursing officer, the Chief of Naval Personnel and the Chief of Field Branch, Bureau of Supplies and Accounts, Cleveland 14, Ohio.—ED.

Instructor Duty

SIR: I have a Bachelor of Arts degree in education. Is there any job in the Navy in which I could apply my education?—J.J.S., RMN3, USNR.

• You probably possess the educational qualifications required of instructors in service and Fleet schools, but are not eligible to apply until you meet the rating requirements. Information regarding assignment to duty as instructor in BuPers-controlled schools is contained in BuPers Circ. Ltr. 38-49 (AS&SL, January-June 1949). Candidates for instructor must be rated first

class petty officer or higher and normally must be eligible for shore duty in accordance with BuPers Circ. Ltr. 36-50 (Corrected) (AS&SL, January-June 1950).

In general the same policies and procedures are applied by Service Force commanders in making assignments to duty as instructors in Fleet schools.

Should you desire instructor duty you may, when rated first class or higher, and when eligible for shore duty, submit a request to BuPers via chain of command for such duty at the Naval School, Radioman, Class "A," Norfolk, Va., or San Diego, Calif., or you may submit a similar request to the appropriate Service Force commander for assignment as an instructor at an appropriate Fleet school. Since your qualifications in education were acquired in civilian life, there is no complete record of them in your service record. Therefore you should attach an affidavit to any request you might submit, outlining these qualifications.—ED.

Going into Fleet Reserve

SIR: I completed 20 years' service in the Navy on 24 Aug 1950. Can I retire at the present time and go into the Fleet Reserve on inactive duty?

My present status is LTJG (T). If I apply for retirement and enter the Fleet Reserve, will I be reverted to my permanent rate and still be retained on active duty?—LTJG J.G.S., USN (T).

• To transfer to the Fleet Reserve, you would have to terminate your temporary appointment and revert to your enlisted status. In accordance with Alnav 73-50 (NDB, 31 July 1950), you would be retained on active duty.

At the present time there are no provisions whereby you could be re-appointed to commissioned rank after transfer to the Fleet Reserve.

In view of the above and inasmuch as appointments are not being terminated upon request at this time, your transfer to the Fleet Reserve could not be effected.—ED.

Sea Time for PO1

SIR: My question is about the 18 months' sea duty period that a HM2 must have before he is militarily eligible for HM1.

Does sea duty performed while an HM3 and HM2, prior to being reduced in rating from HMC to HM3 (in this case the result of a GCM), count for the 18 months' requirement?—R.L.H., HM3, USN.

• Yes. Sea duty performed in pay grades E-4 and E-5 prior to date of courtmartial counts toward fulfillment of the six-month sea duty requirement for advancement to HM1.—Ed.

Sea/Shore Rotation

SIR: In accordance with the provisions of BuPers Circ. Ltr. 36-50, it would seem that I'm eligible for a tour of shore duty. However, many people at this activity believe that requests for BuPers-administered shore duty are to be held in abeyance pending receipt of information that BuPers is once more accepting requests. What's the score on this?—R.R.M., YN2, USN.

• Personnel who meet the eligibility requirements may submit a request to the Chief of Naval Personnel (Attn: Pers-B211k) for placement on the Shore Duty Eligibility List for consideration when a vacancy occurs on duty desired. Requests should be made on card form NavPers 2416 (rev. 2-50), and in ac-

Rating Badge on Mess Jacket

SIR: Is it necessary to put a rating badge on a steward mess jacket? Although I've been in the Navy for five years I have never heard of it. Our leading chief has ordered us to put on our rating badges. Is this correct?—B.A.H., TN, USN.

• Stewardsmen are required to wear their rating badges on their mess jackets. Navy Uniform Regulations, 1947, Article 9-70(b), footnote 6, covers this requirement.—Ed.

cordance with BuPers Circ. Ltr. 36-50 (AS&SL, January-June 1950).

While transfers of enlisted personnel to a normal tour of shore duty have been held in abeyance since 12 July 1950, there have been no restrictions whatever upon applying for placement on the Shore Duty Eligibility List, and new names have continually been added. See page 44 for present word on rotation.—Ed.

Mounts—Not Turrets

SIR: This letter is being written to correct the answer to a question by D.C.G., QM1. "Did *uss Pensacola* (CA 24) and *uss Chester* (CA 27) have their main batteries housed in "turrets" or "mounts?" (ALL HANDS, April 1951, p. 29).

The main batteries of the early treaty

cruisers, of which the *Pensacola* and *Chester* were two, were 8-inch 55-caliber twin and triple gun mounts and not turrets.

Turrets are gun installations in which the mounts are enclosed by armor plates. They are supported on roller paths which are supported by cylindrical structures built up from the lower decks of the ship. These supporting structures are protected by armor plating enclosing — but not directly attached to — the structure.

Mounts, on the other hand, have their roller paths and foundations supported by the deck. There is no special protection for the roller path in the case of an enclosed gun mount—A.K., ex-BMG1, USNR.

• ALL HANDS was 180 degrees out of train in its answer to D.C.G. as A.K. and others have told us. One of the letters mentioned a term not known by many in the Navy—stool. It's a structure member joining the hull at the ship's bottom which supports the turret's lower roller path.—Ed.

Final Retired Pay

SIR: At the time of transfer to the Fleet Reserve and release from active duty I had nearly 26 years longevity credited to me. Since being recalled to active duty I have been placed on the retired list (inactive)—my 30 years completed.

What bearing does active duty performed after retirement have on my pay after final release?—A.H.A., YNTC, USN (Ret).

• Active duty performed after retirement is countable in the computation of retired pay after release to inactive duty on the retired list.—Ed.

Navy Bureaus and Offices

SIR: In a recent inter-office test a question was raised as to how many officers and bureaus there are in the Navy Department. There has been much discussion as to whether the Naval Technical Assistants are considered as offices.

If NTAs are not in the category of an office, could you tell me why they are listed in Navy Regs under the chapter heading of "Bureaus and Offices" (p. 33)?—T.J.C., PN1, USN.

• There is no definition for the term "Bureaus and Offices" in Navy Regulations, however, that term is generally construed to mean those organizations which are under the Naval Technical Assistants. A Naval Technical Assistant is an individual and the Bureau or Office (BuOrd, BuPers, Office of Naval Research, etc.) is his organization.

Naval Technical Assistants are listed by title in Article 0102.3 Navy Regulations. Their general duties are covered in Section 1, Chapter 4.—Ed.

Advancement to Temporary Rate and Confirmation as Permanent

SIR: An article in the January issue of ALL HANDS states that advancement to second class, first class and chief petty officer rates will be temporary starting 1 Jan 1951. (1) Does this mean that I will have to take the test for SK2 again at a later date or will the appointment become permanent in a matter of time? (2) Will my ship- ping over have any effect as to whether or not the rate is permanent?

(3) Since the advancement is temporary, can I be reverted at any time to third class, at the discretion of BuPers? (4) Can a man, whose enlistment has been involuntarily extended, apply for discharge for the purpose of going into another branch of the services?—E.G.F., SK3, USN.

• (1) According to BuPers Circ. Ltr. 181-50 (NDB, 15 Nov 1950), if you are advanced to a temporary rate as a result of a service-wide competitive examination, that temporary rate probably will be made permanent unless revocation of your temporary rate is required to keep from exceeding rating or pay grade limitations throughout the Navy. If such limitations make it necessary to revoke a temporary rate—to which you are advanced as a result of a service-wide

exam—you may be readvanced to that rate later, and confirmed as permanent without reexamination and without regard to service requirements—provided you maintain the required conduct marks and proficiency in rate.

(2) Reenlistment will have no effect on your temporary or permanent rate.

(3) Your temporary rate can be revoked only by the Chief of Naval Personnel and such revocations will be resorted to only if such action is required by rating and pay grade limitations or budgetary ceilings.

Personnel serving in temporary rates are, of course, subject to regulations governing reductions in rating by the commanding officer or by courts or courts-martial. Personnel so reduced in rating must qualify for readvancement through service-wide competitive examination after having fulfilled prescribed eligibility requirements.

(4) Discharge may be authorized for the purpose of accepting a commission in another branch of the armed forces but not for the purpose of enlisting in another branch. Prior to authorization for discharge, bona fide evidence that a commission has been offered and accepted must be forwarded to BuPer.—Ed.

Exams for Corpsmen in Korea

SIR: I have been serving in Korea since the Inchon landing as a hospital corpsman attached to the First Marine Division. I was unable to take the examination for advancement in rating that was given several months ago. Is there any chance that HMs will be able to take the exam later? What are the policies concerning "field promotions?"

Are there any plans for the relief of hospital corpsmen who have been serving in Korea for a long while?—W.S.S., HM3, USN.

• Approximately five out of every seven eligible and recommended HMs and DTs serving with First Marine Division units in Korea were given the January competitive exams. About 46 percent of the men examined qualified for advancement as compared with a service-wide average of 25 percent for the two ratings combined.

The examination requirement has been waived to provide equal opportunities for advancement for HMs and DTs who were unable to take the January exams. The commanding general of the First Marine Division has been given a quota, based on the percentage of successful candidates, for the advancement of the best qualified HMs and DTs who could not take the test.

A similar quota will be assigned to ComGcn1stMarDiv for the advancement to HMCA(T) and DTCA(T) of those who are considered to be the best qualified among those eligible for advancement to CPO who could not be examined because of operational commitments of their units.

In addition, a few meritorious advancements have been authorized as a reward for especially meritorious conduct and outstanding performance of duty against enemy forces.

The return to the United States of Navy hospital corpsmen on duty with the First Marine Division is being carried out in accordance with Marine Corps rotation policies.

The Bureau of Medicine and Surgery is supplying replacements for HMs serving in Korea and it is believed that most of those who have served there since the Inchon invasion will be on their way home by the time this is published.—Ed.



USS MANATEE (AO 58)—Veteran oiler rates eight stars on her Asiatic-Pacific medal.

Wearing Gold Hash Marks

SIR: (1) If a man received a conduct mark of 2.5 in May 1948, and for 12 years from that date commits no offense to lower his marks, is he eligible to wear gold hash marks? (2) What awards does USS Manatee rate?—M.N., YN2, USN.

• Yes. According to Article 9-80 (b), Navy Uniform Regulations, 1947, enlisted personnel shall wear gold lace service stripes if they have 12 years' continuous active duty (full time) during which time they have fulfilled the requirements necessary for the award of the Navy Good Conduct Medal.

USS Manatee (AO 58) is credited with the following: Asiatic-Pacific campaign medal with eight stars, Philippine Liberation Ribbon with one star, Navy Occupation Service Medal with Asia clasp and the China Service Medal.—Ed.

Recording Leave in Deck Log

SIR: Am I correct in stating that BuPers distributed a circular letter or other directive directing that enlisted personnel going or returning from leave need not be logged in the deck log? Is this directive still in effect?—J.R.A., LTJG, USN.

• Yes. BuPers Circ. Ltr. 22-45 (ASESL, January-June 1945) advised all commands afloat that the Bureau of Naval Personnel does not consider the recording of the time of departure and return of personnel on leave in the ship's log necessary and directed that the practice of recording this information in the ship's log be discontinued immediately. The letter further advised that these instructions shall not be interpreted as authoriza-

tion for the discontinuance of recording unauthorized absences.

BuPers Circ. Ltr. 22-45 is considered effective to date. Recording authorized leave of personnel in the ship's log is not required by U.S. Navy Regulations, 1948, BuPers Manual, and the "Directions for Keeping the Ship's Log," appearing in the Deck Log Book, NavPers 130 (Revised 1944).—Ed.

Broken Service and Fleet Reserve

SIR: A man is on sea duty immediately before transfer to the Fleet Reserve. After transfer to the Fleet Reserve he is ordered back to active duty and immediately assigned to sea duty. Can his previous sea duty be counted in determining eligibility for shore duty in accordance with BuPers Circ. Ltr. 36-50 (AS&SL, January-June 1950)?

In my opinion, such a change in status would, in effect, constitute broken service insofar as sea duty for rotation purposes is concerned.—W.E.H., YNC, USN.

• You're right, if he was in the Fleet Reserve more than 90 days. Personnel reenlisting, or personnel ordered back to active duty, under broken service conditions don't receive credit for sea duty in prior enlistments for establishing eligibility for shore duty or in computing total sea service for precedence on the Shore Duty Eligibility List. More than 90 days spent in the Fleet Reserve constitutes broken service.—Ed.

Destroyer Rolled 60 Degrees

SIR: While on duty in the Mediterranean in the latter part of 1949, the destroyer USS Waldron (DD 699) took a big roll while going from Trieste, Italy, to Cyprus, Greece. Could you tell me how many degrees she rolled? Is Waldron now back in commission?—F.W.L., CS2, USN.

• The smooth deck log of USS Waldron (DD 699) for 19 Dec 1949 states as follows: "1132. Changed speed to 15 knots (139 RPM). Very high seas, wind fresh gale force. Ship was overtaken by extremely heavy seas on port quarter, ship taking maximum roll of 60°."

Waldron is in commission and at last report was nearing completion of overhaul in Charleston, S.C.—Ed.



USS WALDRON (DD 699)—This tin can took a roll of 60 degrees during a gale in the Med.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• **uss Borie (DD 704):** Former members of ship's company from Sept 1944 to Oct 1945, a reunion 2 and 3 July 1951 at American Legion Park, Lexington, Ky. For details contact Horace E. Matters, 2223 Newry St., N.S., Pittsburgh, Pa.

• **73rd Naval Construction Battalion:** Will hold its annual reunion at Hotel Texas, Fort Worth, Tex., on 27, 28 and 29 July 1951. For further information and reservations contact Charles C. Barnes, 412 Merritt St., Fort Worth 11, Tex.

• **National P.T. Veterans' Association:** All P.T. veterans are invited to attend the association's sixth national reunion, Boston, Mass., 31 Aug. and 1, 2 and 3 Sept 1951. Ladies Auxiliary convention will be held at the same time. All mothers, wives and sisters are welcome. For further information, contact Fabian W. Baisley, P.O. Box 884, Boston 3, Mass.

• **302nd Naval Construction Battalion:** The fourth annual reunion will be held 3, 4 and 5 Aug 1951 in the Hotel Roosevelt, Pittsburgh, Pa. For further information, contact Earl H. Eaton, 3841 Delco Road, Pittsburgh 27, Pa., chairman; or Harry W. Price, Jr., 135 W. 3rd St., Lewistown, Pa., secretary.

• **Waves:** National Reunion will be held 28 and 29 July 1951 in Benjamin Franklin Hotel, Philadelphia, Pa. For information address Waves Reunion Committee, Bldg. 4, U.S. Naval Base, Philadelphia 12, Pa. For hotel reservations contact Benjamin Franklin Hotel, Attn: Mr. Robert Bennett, 9th and Chestnut Sts., Philadelphia, Pa.

• **uss Foss (DE 59):** Former members of ship's company interested in possibility of a reunion at a time and place to be decided, are invited to contact Douglas S. Lambeth, 615 Sweet Bldg., Fort Lauderdale, Fla.

• **uss LCI(Mortar) 673:** All former members interested in a reunion in the near future, with time and place to be decided, are invited to contact John H. Norton, Clappett Bldg., Fairfield, Conn.

Shorthand Systems

SIR: Regarding shorthand systems for promotion to YN1 and YNC, the Manual of Qualifications for Advancement in Rating (NavPers 18068) says that any method of shorthand may be used. Would you please list the shorthand systems that are acceptable to the Navy?—J.S., YN1, usn.

• **Shorthand systems acceptable to the Navy include** Gregg, Pittman, speedwriting, brevitytype, stenotype, or any other system by which a speed in excess of 120 words per minute may be attained.—Ed.

Accepting LDO Appointment

SIR: When an enlisted man receives an appointment to the rank of ensign through the LDO program, just prior to expiration of his enlistment, is he entitled to wait a short period in order to reenlist before accepting the appointment in order to receive reenlistment bonus, travel allowance and pay for unused leave? How many days does he have in which to accept an LDO appointment after receipt of notification?—R.P.P., QMC, usn.

• **The laws which authorize lump sum payment for unused leave, travel allowance and reenlistment bonus were not passed with the idea that a man would delay accepting a commission so that he could become entitled to the allowances which accrue upon discharge and reenlistment.**

It appears that a delay in acceptance of appointment under the circumstances described would be a subterfuge. Accordingly, it is very doubtful if payments of the above items would be considered legal where the member had knowledge of his appointment to commissioned rank and could have accepted such appointment prior to expiration of his enlistment.—Ed.

Burial at Sea

SIR: In a discussion of burial at sea, the point was brought up that when the last stitch is taken on the canvas shroud it is passed through the nose of the deceased. Many "old timers" have heard of it, and some say they have seen it done. Will you please give us the background on this legend.—A.M.N., LT, usn.

Usage, by Leland P. Lovette, states: "According to a very old custom in preparing a body for burial, the sailmaker in sewing the canvas shroud takes the last stitch through the nose of the deceased. Research has disclosed considerable instances of this custom."

Herman Manville, in White Jacket, also speaks of this custom in his writing of the conversation of an old sailmaker with a seaman as to whether or not it should be done.—Ed.

• **Naval Customs, Traditions and**

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They Repair the Dental Gadgets Used to Fix Your Teeth

EVER WONDER about the man behind the man behind the dental gadgets? The unsung hero of the dental corps—the dental technician who keeps those dental gadgets in smooth operating condition?

In the four years of existence, the dental technician who specializes in repairing defective or damaged dental equipment has saved the Navy much costly gear.

Previously, if equipment couldn't be fixed with a screw driver and a pair of pliers it might be out of operation for months while it was being repaired or overhauled by a stateside manufacturer, or it might have to be surveyed. Then, in 1947, a dental equipment repair school was established at the Naval Medical Center, Bethesda, Md.

Applications were accepted from dental technicians who possessed mechanical ability and who wanted to learn the intricacies of equipment repair. Graduates emerged from the stiff six months' course as a combination dental technician, machinist and electrician, able to repair practically any piece of dental equipment.

Until 1950, however, there were no separate dental repair units established for the fleet. Those who graduated from the school returned to their own ships or tenders and—armed with only a tool box and “know-how”—went to work.

With the increase in the number of ships in the Atlantic Fleet, the urgent need for a shore-based repair unit was recognized. This



AGILE FINGERS of John Condrey, DTC, disassemble a drill which has been sent to him for repair. After overhaul, drill will be returned to its ship.

resulted in the dental equipment repair unit at the Naval Amphibious Base, Little Creek, Va.

First of its kind since World War II, the unit is staffed by John N. Condrey, DTC, usn, and Willie Wright, DT2, usn. Its men are on call 24 hours a day, every day.

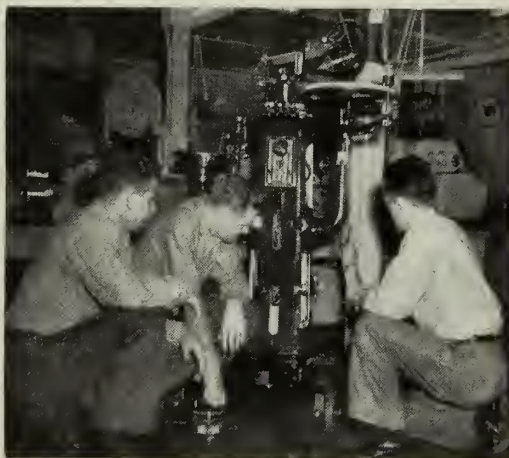
With a pick-up truck and a small boat at their disposal, they can reach any ship in the Tidewater area in 30 minutes.

Chief Condrey's toughest assignment came when a dental operating unit for an aircraft carrier arrived only 36 hours before the ship was to leave Norfolk. It had

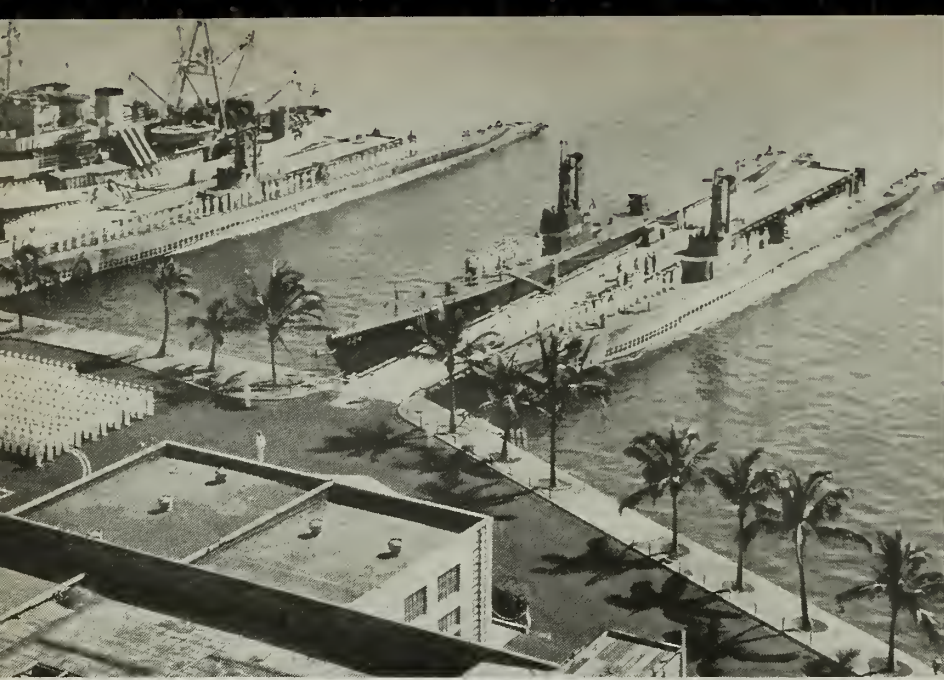
to be installed before the ship got underway. Condrey answered the call and worked 28 consecutive hours, installing the unit and putting it in operating order.

Plans are now being made to add more men to the repair staff as they become available.

Meanwhile, the two-man staff at Little Creek is serving as the nucleus for an organization that will eventually be capable of handling dental repairs for the entire Atlantic Fleet from Main to Panama, and for all ships and stations in the Mediterranean area.—H. E. Davis, JOC, usn.



DENTAL SCHOOL at Bethesda, Md., gives men the know-how they need to repair precision dental equipment.



TODAY'S NAVY

Navy Underwater Sound Lab, Only One of Its Kind, Conducting Research in Sub and Anti-Sub Warfare

New permanent quarters now house the Navy Underwater Sound Reference Laboratory at Lake Gem Mary, Florida. The nine-year-old laboratory, the only one of its kind, is going ahead with research related to submarine warfare and antisubmarine techniques. Since 1942 it has operated in temporary facilities at another location across the lake.

The new permanent quarters consist of a two-story laboratory building, a floating pier, a fixed pier, and other facilities. The floating pier has special housing for recording instruments.

Included in the main building are several laboratories and shops which can perform all stages of building new scientific equipment. Apparatus and techniques are developed at the laboratory for determining how effective underwater sound transducers and certain electronic devices are in picking up sound. Besides developing

equipment and techniques for making such tests, the laboratory makes many such tests itself.

Lake Gem Mary has been considered from the start to be an ideal spot for such a laboratory. The lake has a perfectly funnel-shaped floor, whose soft mud is a very good sound absorber.

But for a long time there was one difficulty: fish. (See *ALL HANDS*, September 1949, p. 8). Their movements made noises which interfered with the research. The Navy turned thumbs down on destroying the fish, so the laboratory people devised a "fence" of weak electrical charges which keeps the fish away.

Management Seminar

A group of Naval Reserve officers with extensive administrative experience participated in a two-weeks'-active-duty-for-training seminar for organization and methods Reserve officer, held in Washington, D. C., conducted by the Office of the Management Engineer, EXOS.

Representatives of Navy Department bureaus, other branches of the armed forces, government agencies and private industries discussed phases of management engineering.

Among the many subjects covered during the seminar were personnel management, production management, industrial management, production planning and control, material and quality control and management cost control.

← The Navy in Pictures

BACK IN COMMISSION, veteran submarine USS *Croaker* (SS 246) has her commission pennant hoisted by two crew members (top right). Top left: Submariners at Pearl Harbor line the rail to watch RADM C. B. Momsen, USN, become ComSubPac. Left center: 700 men of USS *Monterey* (CVL 26) spell out a welcome to New Orleans, La. Below left: A. J. Ruffiangue, RD2, USN, of USS *Norton Sound* (AV 11) adds his pint to the total donated by his ship. Lower right: Recommissioning of the fighting tin can *Lewis Hancock* (DD 675), in ceremonies held on Armed Forces Day.

YESTERDAY'S NAVY



19 Aug 1812. Allies invaded Paris and liberated city on 23 Aug 1944.

Atom bomb dropped on Hiroshima 6 Aug; on Nagasaki 9 Aug; Japan surrendered 14 Aug 1945. French *Guerriere* captured by USS *Constitution*

AUGUST 1951

SUN	MON	TUE	WED	THU	FRI	SAT
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4	5	6	7	8	9	10
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18	19	20	21	22	23	24
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HOME AGAIN with eight months of combat under their belts, three USS *Missouri* sailors grab a bite at a party.

New Model of Neptune

A new model of the *Neptune* long-range patrol plane is making its appearance throughout the Navy. The latest model, P2V5, differs from its predecessor in that it has a nose turret and center-mounted wing-tip fuel tanks. In addition, it can carry a heavier load.

While the earlier models, the P2V4s, carry .50-caliber guns in a pilot-fired nose installation, the P2V5s carry 20-mm. cannons operated by a turret gunner.

The wing-tip fuel tanks are center mounted on the new models, rather than underneath the wing tips as in earlier models. According to one expert's description the patrol plane's wing tips look like carrots speared with knives.

Like the earlier model, the P2V5 is primarily a submarine killer. It is equipped to detect its underwater target by radar and then destroy it by torpedoes.

Five years ago the third *Neptune* delivered to the Navy, a model P2V1, established a record for non-refueled long range flights when it was flown 11,236 miles non-stop from Perth, Australia, to Columbus, Ohio.

Use of the *Neptune* will not be limited to the U.S. Navy. Great Britain and Australia will soon be receiving them and other allied governments have indicated special interest in this anti-submarine patrol plane.

Naval Air Power Discussed

Fleet Admiral William F. Halsey, usn, (Ret.) lectured on "Air Operations in the Pacific in World War II" before members and guests of the Naval Historical Foundation, in Washington, D.C.

Admiral Halsey, a vice president and trustee of the foundation, pointed out the decisive influence of naval air power and emphasized the teamwork necessary between the various naval activities and other branches of the armed forces.

Navy Looking for Water

It's a Navy gusher at Wajawa Gulch, or will be as soon as the digging is done.

Has the Navy gone into the oil producing business? Not exactly. Instead, it's the water producing business.

To get to the heart of the matter, Honolulu—and Pearl Harbor, where the Navy has some interests—is faced with a water problem, or was. Old wells there are getting salty, and while that's permissible for old sailor's it's not good for wells. For this reason, the Navy, approximately two years ago, started work on its Wajawa Gulch tunnel on the island of Oahu.

In Hawaii, where the underground structure of the earth is unusual, such tunnels are well known as a water source. The rainfall of wide areas seeps into them, and is conveyed to storage basins where it is purified and stored for use. The Wajawa Gulch tunnel, which will be able to supply 45 million gallons of water a day, is approximately a third of a mile long and as much as 12 feet in diameter. The nearly vertical entrance shaft to the pump room is 26 feet across.

While the project will be able to meet, alone, a greater water consumption than Pearl Harbor and Honolulu have ever created to date, it will probably not be called upon to do so for some time. It will go directly into use, but will be used along with two existing tunnels which have furnished much of the district's water supply for many years.

The two older tunnels are operated jointly by Honolulu and the Navy. The Navy will operate Wajawa Gulch, but water therefrom will be available for use by the civilian population.

Salvaging Scrap and Scraps

Most Navy men, when they dump food scraps into mess hall GI cans or toss last month's magazines into barracks trash bins, think that's about the end of it.

Such is not the case, however. The greater part of the Navy's waste paper, garbage, scrap rubber, old uniforms and scrap metal finds further use under the Navy's year-in, year-out salvage program.

A good example is the Naval Training Center at Great Lakes, Ill. Waste material collected here and sold by lots or under running term contracts brings in an estimated \$75,000 yearly.

About \$35,000 in gross profits comes from the sale of garbage and grease collected from the Center's 10 mess halls. The garbage goes mainly to hog raisers, while "rendering plants" buy most of the grease.

Scrap materiel is collected in the Training Center Salvage Yard. Here old uniforms beyond economical repair are pressed into 800-pound bags and sold as rags. Waste paper is made up into bales weighing up to 1,500 pounds.

Waste paper is the largest cash item. Gross income from salvaged cardboard alone reached \$15,000 last quarter.

Strategic materials such as scrap rubber and non-ferrous metals are not sold. They are turned over to



REFUELING a blimp from shipboard—a new development—USS *Mindoro* pumps fuel to a hovering airship.

the General Services Administration which in turn uses them in the national program of stock-piling strategic materials.

With 75 tons of scrap metals collected monthly by the 12 employees of the Training Center Salvage Yard, it can easily be seen how this activity and others like it help the national stock-piling program.

The BuSandA Airline

In the first days of the Navy's operations off Korea last year an urgent call came from the Far East Command for thousands of tons of ammunition.

How to get these supplies to the West Coast immediately for air shipment overseas was a challenging problem to BuSandA's transportation specialists. At that critical time MATS and commercial airlines had shifted many of their four-motored cargo carrying planes to the Pacific and there was a shortage of air space to move the Navy's supplies across the continent.

Diving into their problem, BuSandA came up with a speedy answer in "Operation Quicktrans." This is the Navy's transcontinental airlift, a commercial charter operation known as "the BuSandA Airline."

It began in July 1950 when a charter was negotiated to lift 96,000 pounds of ammunition from coast-to-coast for reshipment via air to the Far East. With this job completed the Navy still urgently needed air space and the chartered line was requested to keep the fleet of C-46 cargo carriers flying for the Navy.

The performance of BuSandA's airline has exceeded the fondest expectations of its founding fathers. The chartered line has provided a dependable schedule and fast transcontinental delivery, with supplies arriving at their destination within 24 to 48 hours seven days a week.

Operation Quicktrans' aircraft carry a maximum pay-load on the long transcontinental haul, averaging 98 per cent of capacity. The operation is also economical, comparing favorably with costs of coast-to-coast air carriers.

Use of the charter flights and central traffic management control have enabled BuSandA and Navy Overseas Air Cargo Terminal, NAS Alameda to provide prompt logistic support to the Fleet and overseas bases when and where it is needed.



OUTSTANDING rating was received by the sub chaser USS PCS 1431 during last inspection. Ship as a whole rated 'excellent' for fourth time in row.

Little Patrol Ship Earns a Big Hand and Gets it

When a little ship is good enough, she and her crew receive all the recognition a big one would get. Doubt it? Ask the crew of the experimental antisubmarine patrol craft USS E-PCS 1431.

In an inspection by ComServDiv 61, to which she is attached, the pint-size patrol ship received the rating of "excellent." One department on board her was rated as "outstanding." This was the fourth consecutive inspection in which the ship had attained its high over-all rating.

Word went from ComServDiv

61 to Commander Service Forces Atlantic Fleet, and from there to the Chief of Naval Operations. Mention of the excellent showing went into the personal records of the CO and 20 men of the crew. Morale soared among the white hat sailors and buttons well nigh popped off CPO shirts.

Incidentally, E-PCS 1431 served the cause of public relations some weeks later by taking along 13 Sea Scouts and five Scout officials when she made a training cruise from southern Florida to Havana, Cuba.

Remote Control Steering

A newly developed steering device, one of several types of equipment under consideration by BuShips, provides for portable electric steering of ships by hand. This unit will be used with a completely automatic steering installation already in use on board certain Navy ships. It is being installed on board a destroyer now under construction.

A remote control box that enables the ship to be steered from several different spots is the most unique feature of the portable steering device. A helmsman carrying this box could follow the conning officer out on the wing of the bridge or to a position aloft, allowing a better field of vision for both conning officer and helmsman. In the event of damage to one part of the ship, the remote control box can be carried to another part of the ship to carry on steering functions.

The portable unit employs magnetic amplification rather than the

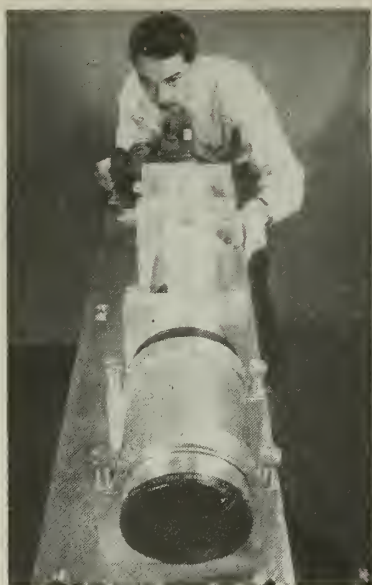
conventional vacuum tube amplification. An important feature of this equipment is an instantaneous override which permits the helmsman to take control away from the automatic steering installation to initiate evasive action.

Ship-Launched Guided Missile

A blueprint for a guided missile has been logged in at the Bureau of Ordnance as its one millionth drawing. The missile, scheduled for production as standard Fleet equipment, is designed for shipboard launching against aircraft.

Details concerning size, speed and method of guiding the missile have not been disclosed.

BuOrd shows a continuing stream of progress since 1885, when the carriage for a 5-inch gun, later installed on the frigate, USS *Chicago*, became Ordnance Drawing No. 1. Almost half of the total number of drawings have been filed since the end of World War II.



NEW LENS will enable scientists to follow flight of missiles and study action of parachutes in the air.

Super Telephoto Lens Will Keep Its Eye on the Sky

A special 40-inch telescopic lens assembly adapted for use with a standard 16-mm. camera and capable of making long-distance movies has been developed by the Naval Ordnance Laboratory, White Oak, Md.

The new lens will aid the Navy in studying the operation of mine parachutes at high altitudes and flight patterns of missiles at distances previously impossible.

When the standard lens or normal telephoto lens is replaced with the 40-inch focal length lens, the camera may take movies of objects not discernible to the unaided eye.

For example, a photographer's mate perched aloft San Francisco's Golden Gate bridge with this lens on his camera would find it simple to take close-up motion pictures of activity topside a ship two and a half miles at sea.

Other uses currently indicated for the new lens lie in studies of a missile's pitch and yaw (that is, deviation in flight from gun to target).

The camera and lens assembly are mounted on a power operated gun turret so that the unit can be trained with accuracy on the object to be photographed.

Planes Get Quick Strips

When the Navy's task forces first began operating off Korea over a year ago, a hurried call was transmitted back to the states requesting delivery of more air power.

Within a matter of hours Operation Quick Strip went into action on the double. In a desert in the Southwest the "air arsenal of the Fleet" was readying itself to deliver the goods.

As soon as the order came to unzip the mothballed planes of World War II, it was relayed to the Navy's Litchfield Park Air Facility near Phoenix, Ariz. The naval unit at Litchfield was the custodian of close to a billion dollars worth of first line aircraft.

Months of careful and tedious work had gone into the deactivation of more than 2,000 naval aircraft during the years of 1945 to 1950. At the outbreak of the Korean fighting there were 400 acres of planes in outdoor storage at this facility. Out in the dry Arizona air, where corrosion is at a minimum, some 18 types of aircraft were lined up row upon row. Bombers, trainers, transport and fighter planes, including the hardy Corsair, were tied down securely, resting between bouts.

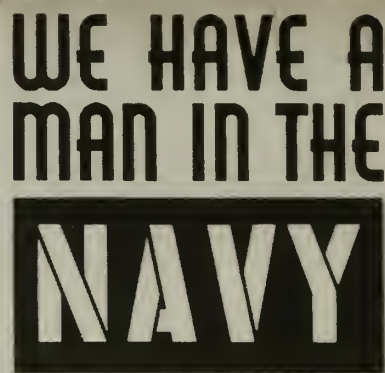
The lines of planes at Litchfield are smaller now, as more and more demothballed planes take to the air on the way to overhaul and repair bases to be prepared for training and combat missions.

To keep these aircraft in a state of preserved readiness was the job of Litchfield storage facilities. Regular inspections and annual "hot-runs" were necessary to maintain the planes in first-rate condition.

Perishable or pilferable items such as clocks, life rafts, first aid kits and batteries had to be removed by trained technicians. Radio and radar equipment, switches and movable controls had to be covered with sun-proof material. Fabric and plexiglas surfaces had to be sprayed with a flexible protective blanket of liquid plastic which could be stripped off quickly.

Equally proficient at the job of reactivation, Litchfield delivered operational aircraft to the battlefronts within 45 to 60 days after the Korean situation developed.

More than a thousand planes, enough to equip 10 aircraft carriers, were returned to service by the end



STICKER for the window at home is 4 by 4-inch blue and gold emblem, available at any recruiting station.

of the first eight weeks. The costs involved were a fraction of the expense of replacing those planes at the factory, when a single new plane may cost up to several hundred thousand dollars.

Naval and civilian personnel at Litchfield Park did a good job and did it fast. They created a reserve force of flying might that put naval air power in close air-ground support of United Nations forces in Korea when it was urgently needed.

New and Important Weapons

Approximately 500 million dollars of the funds available to the Navy in 1951 will go for production of post-World War II-type ordnance material. Also, aside from this, research and development of new ordnance items will continue to be emphasized.

Some of the new and important weapons for which contracts are being let are as follows:

- Aviation weapons, including air-to-air weapons for use against high-speed planes; streamlined bombs for jet aircraft, new machineguns and ammunition for modern aircraft, and antiaircraft guns with automatic radar fire control systems and increased rates of fire.

- New types of high-speed torpedoes which can be fired from surface ships, submarines and aircraft and which will be deadly against any type of submarine known today.

- A new rocket launcher which rapidly discharges rockets having improved range and underwater performance.

In conducting its accelerated procurement program, the Bureau of Ordnance is broadening its base of suppliers. This it is doing by placing

orders with as many companies as possible, instead of placing larger orders with fewer companies. This, says BuOrd, is for three purposes: "To establish production facilities on a one-shift basis, ready to expand to two-shift or three-shift operation if full mobilization is ordered.

"To diversify the geographical regions involved," and

"To spread contracts among as many small and large industrial concerns as practicable."

Mobile Power Plants

Eleven mobile power plants, originally constructed for lend-lease purposes during World War II, are being readied by the Navy for use in event of emergencies and power failures at naval and military establishments.

The units are mounted on special railroad cars and each contains a diesel-type 600-kilowatt generator. Each is capable of providing at least the minimum amount of power needed for most establishments in an emergency.

The Navy plans to space the units throughout the country in such a way that they could be available to any of several stations in a given area. In the event of a natural disaster, major sabotage or bombing, the plants would be able to operate within a few hours after reaching their destinations.

Eight of the plants had been on loan to Mexico since 1949 because of a power shortage. They were returned to the Navy last December. All have to be converted from the 50-cycle generator, used by several foreign countries, to the 60-cycle type used in the United States.

Two 10,000-kilowatt generators also are maintained by the Navy. One is now at Mexico City. The other is at Mare Island Naval Shipyard, San Francisco, Calif., where it was used for four months last year while the main turbine generator was down for overhaul. In 1948, it was used to supply power for irrigation during a drought in the Salt River Valley, Utah.

Use of power generators mounted on railroad cars is a rather new Navy project. Previously, however, ships have been used to provide emergency power to port cities. In the 1920s, for example, *uss Lexington* put in at Bremerton, Wash., to supply power during a plant failure there.

Chief Witnesses 31 Years of Navy Achievement

Back in 1919, as he sat scrubbing skivvies in a bucket of cold water, recruit Thomas Ray Drumm probably envisioned the future as a constant round of dirty clothes, harsh soap and "dishpan hands."

But in 1951, Chief Aviation Machinist's Mate "Teddy" Drumm can say it wasn't so. He celebrated his retirement by tossing some skivvies into a gleaming automatic washing machine and watching the modern device do the menial task.

The chief's shipmates in Fleet Aircraft Service Squadron Eight, NAS Alameda, Calif., marked the occasion in another way. They stood at inspection for his review, then "piped him over the side" in the traditional manner. His total service was 31 years, six months and 24 days in the U.S. Navy. Of this, 26 years were sea duty. For many years, the chief had been called "Teddy" because his first two initials are the same as the initials of the late Theodore Roosevelt.

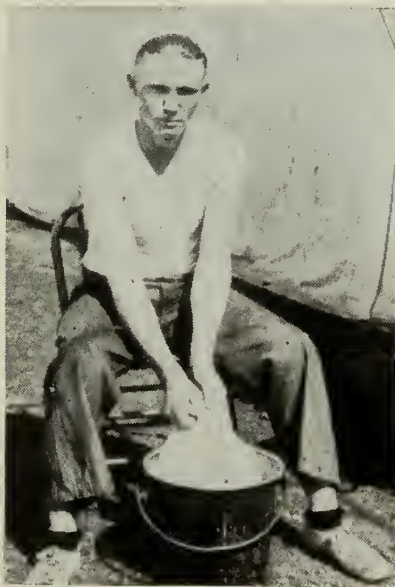
Baseball and softball are special enthusiasms of Teddy, and he has played on many Navy teams. He pitched for the Fleet Championship Nine from the carrier *Langley* in 1940 and '41, and has played every position in baseball except first base.

Teddy joined the Navy in Leeper, Mo., when he was 18. He took

recruit training in San Diego. After advancing to chief quartermaster over a period of years, he changed over to aviation and went to school to qualify for chief aviation machinist's mate.

At the time of the Pearl Harbor attack, Chief Drumm was in the Philippines with a patrol bomber squadron. His squadron lost seven planes in 22 minutes when the Japs struck at Subic Bay, 12 Dec 1941. "But we got four Zeros," the chief recalls. Continuing, he tells how the American, British and Australian forces picked up the pieces of the disrupted Pacific defenses and formed joint emergency squadrons. "I was in the Australian Air Force for two weeks," he recounts with a grin. "Then I flew patrol in a Dutch PBV for four days. It came back one day with 72 holes shot in it."

Teddy Drumm is a good aviation mech, and isn't going to rust away because he's retired. Immediately after retirement he went to work as a civilian in the overhaul and repair department at the same air station where he had been serving as a CPO. When he isn't overhauling aircraft engines, the ex-chief will teach small-fry teams how to play baseball.—William J. Mead, JOSN, USN.



THEN AND NOW—Dishpan hands (left) are things of the past as Chief Drumm will testify. He now watches (right) modern machine do menial task.

Sub Interiors Streamlined

Submarines are getting their faces lifted—inside. New materials, new lighting fixtures and new color schemes are being used to make them more livable, more utilitarian.

Lighting fixtures have been re-designed to reduce glare and minimize the danger of eye strain. Fluorescent lighting—advantageous because of lower power consumption, less heat radiation and less glare—is being used in the new fixtures.

Lub-boards, made of formica and having the appearance of plywood, are being used in passageways. Formica was chosen because it is not a source of light reflection and does not scratch or mar easily.

Two basic color schemes have been selected which should help make submarine life more cheerful. Bulkheads and overheads are being painted yellow-grey in living spaces and green-grey in working spaces. Colored accents such as beige draperies for the wardroom, tan colored upholstery for chairs, maroon bed-

spreads for staterooms and light brown formica rub-boards for passageways, add variety. Light grey linoleum is being used for desk and table tops.

These steps toward modernization are expected to result in less fatigue on watch, more efficient operation and higher morale.

Free Piston Engine

A new type "free piston" engine is being tested at the Naval Engineering Experiment Station, Annapolis, Md. It is believed to be one of the most compact of all heat engines.

The plant combines the high "thermal efficiency" of the diesel cycle and the light weight and moderate bulk of the gas turbine. There is no vibration.

Use of the "free piston" eliminates the crankshaft, flywheel and moving parts such as connecting rods, cranks and bearings. This means less friction and thus more power for propulsion.

Chief Metalsmith Doubles as Amphib Photographer

One metal-bender who really gets around—and has evidence to prove it—is Raymond J. Krenik, MEC, serving in USS *Krisnha* (ARL 38).

Krenik acts as Landing Ship Flotilla Two's photographer in addition to his metalsmith duties. He is a familiar figure to the crews of the flotilla's ship. Change-of-command ceremonies, dignitaries visiting the ships, damage and repair scenes—he's in there with his camera getting a record of it.



IN DARKROOM converted from a parts storeroom, Raymond Krenik, MEC, USN, washes his latest print.

Most of his photographic work consists of documentary pictures of damage and repair on flotilla ships and material.

His photographic assignments have taken him on land, sea and in the air nearly everywhere along the Atlantic Coast from Puerto Rico to Nova Scotia.

This extracurricular work brought him a letter of commendation from an LST squadron commander for his outstanding photographic coverage of the 1948 amphibious operations in the Caribbean.

He often works long after regular hours in the ship's photo lab, a converted radar parts storeroom.

Chief Krenik has exhibited some of his photographic art in the Norfolk Museum of Arts and Sciences. He has also provided photographic exhibits on board landing ships that visited East Coast ports on special occasions.

RFD—Rapid Fleet Delivery

Any way you look at it an outfit that handles many tons of mail a month is doing a lot of business. One unit that maintains this load is the Mobile Post Office now located at Sasebo, Japan.

This mobile unit claims that it is currently the Navy's most active post office with direct delivery to the operating fleet. Approximately ten thousand individual pieces of mail are handled each month by this postal facility. This is the only mobile distribution post office operating in the Far East at this time.

About two tons of mail each day come in from the Fleet Post Office in San Francisco for distribution to fleet units. Approximately six tons goes to the states daily, gathered not only from the Navy but from other branches of the service as well.

Money orders to the tune of \$100,000 a month and stamp sales worth \$650,000 are handled at this unit. The crew of this Navy post office do their work in three quonset huts.

One of the most numerous items in stateside-bound package mail is chinaware, an average of 35 sets going through daily. This outfit endeavors to rewrap packages that become untied or damaged in transit.

Keeping 'em Flying

A progressive maintenance program aimed to keep the Navy's two sky-giants—the *Constitutions*—in operation for their longest possible service life has been approved by CNO.

The first of the two double-decked transport planes is now undergoing complete overhaul on the West Coast after 1,500 flying hours. When this plane completes its heavy maintenance overhaul, its sister plane will undergo the same treatment.

The original progressive maintenance program for these two planes called for a heavy overhaul every 1,000 hours. When that figure was reached last year, however, necessary funds were not available.

Naval personnel of the Fleet Logistic Air Wing, at Moffett Field, Calif., then made a 1,000-hour check on one of the planes, assisted by civilian engineers who made a structural check. The consensus was that the *Constitution* was good for an-

other 500 hours of operation without a heavy maintenance overhaul.

With more funds available and the progressive maintenance program underway the planes are now assured of a longer service life.

These 92-ton monsters have been carrying Navy personnel and cargo in the United States and on the West Coast-Hawaii run.

Redhead Has Big Heart

She may be small as compared to hundreds of larger ships in the Pacific Fleet, but *uss Redhead* (AMS 34) has turned in the biggest score of them all.

Leading the parade of Pacific Fleet ships, officers and enlisted personnel of *Redhead*, a little 136-foot wooden-hulled minesweeper, reached down in their pockets and gave to the March of Dimes. The personnel of *Redhead* contributed an average of \$5.66 per person in the annual campaign against polio.

The Pacific Fleet contributed a total of \$167,838.15 to the campaign.

Runners-up for first place were *uss Borie* (DD 704) with an average of \$5.48 per person, followed by *uss Missouri* (BB 63) with \$5.10 per person.

Commander Cruiser - Destroyer Force, Pacific Fleet, tallied with the largest total from type commands with over \$42,000, while Fleet Marine Force, Pacific, followed with more than \$36,000, and Commander Air Force, Pacific, donated over \$31,000 to receive third place honors for commands.

Contributions based upon Fleet manpower per capita showed a general increase of 40 per cent per person over previous years.

Replenishment at Sea

Replenishment of carriers at sea—a technique that helped make our World War II CVs the far-ranging hard-hitting ships they were—is being carried on again. This time it's in Korean waters.

A recently reactivated aviation stores ship, *uss Jupiter* (AVS 8) maneuvered alongside *uss Valley Forge* (CV 45) while both ships were underway. With all booms and lines rigged for transfer at sea, the transfer began.

At the peak of the operation 15 tons of aviation spare parts were swung over from the deck of *Jupiter*

to *Valley Forge* in less than 20 minutes.

The aviation gear swung over ranged from a complete wing boxed in its huge crate down to fittings so small that 100 could be held in the palm of the hand. Not one piece of transferred gear was damaged or dropped in the water.

In addition to the aircraft spare parts, *Jupiter* sent over personnel, food, ammunition, and mail from home. Some sailors call this operation a restoring; others a replenishment. Whatever its name, it's a welcome operation when supplies get low.

New Radiation Detector

A new Navy atomic radiation detector, light in weight and powered by a pair of flashlight batteries, may replace the bulkier Geiger counter in the decontaminator's bag of tools.

The new device, perfected by the Bureau of Ships and the Naval Research Laboratory of the Office of Naval Research, is called a radiac set, with the word "radiac" derived from the initials of "radioactivity detection, indication and computation."



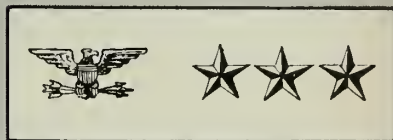
A waterproof, shockproof, plastic case houses the two batteries, side by side, and encloses other radiac "innards" such as tiny vacuum tubes. A dial on top reads from five thousandths of one roentgen per hour up to a maximum of 500 "r.p.h."—a fatal dosage if continued for an hour. A clip on the back of the instrument permits its two-pound weight to be carried on the trousers belt or other sturdy carrying point.

When in use, the radiac is usually hung around the user's neck by a plastic-covered cable so that the dial can be readily seen. Also, it can be moved about easily by one hand for detailed checking of compartments or similar areas.

For indicating faint traces of radioactivity, the radiac gives out an audible signal as well as an indication on the dial. So that the sound can be readily heard by the user, a small amplifier hangs at one of his ears by a special plastic bow, and is attached to the radiac by a flexible rubber-covered cable.

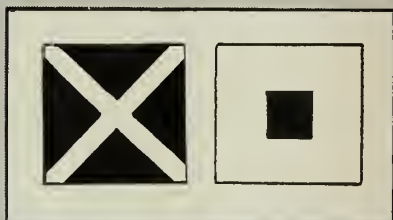
QUIZ AWEIGH

Those of in-quiz-itive mind may turn to the answer page before coming up with the right solution for all of this month's questions.



(1) The collar device at the left is worn by a captain in the Navy. A similar device also is worn by a colonel in the (a) Army (b) Air Force (c) Marine Corps.

(2) Three stars on the collar indicate the rank of lieutenant general in the Army, Air Force, and Marine Corps. The corresponding or equivalent Navy rank is that of (a) commodore (b) rear admiral (c) vice admiral.



(3) The alphabet flag (white diagonals on blue) at the left is the Mike flag. When a ship at anchor displays this flag at the foretruck from sunrise to sunset it indicates the ship has the (a) medical guard (b) ready guard (c) military guard.

(4) The flag at the right (blue square center on white) is the Sugar flag. If displayed under similar conditions it would indicate the ship (a) had SOPA aboard (b) had the visual communication duty (c) was engaged in a dangerous operation.



(5) The craft silhouetted above is an (a) LSM (b) LST (c) LSD.

(6) If you have No. 5 correct you will know this ship is a (a) landing ship, tank (b) landing ship, men (c) landing ship, dock.

ANSWERS TO QUIZ ON PAGE 53

Win Basketball Tourney

The best basketball team in the hoop history of Parris Island (S.C.) Marine Corps Recruit Depot is the winner of the first annual All-Marine Corps basketball tournament.

Tucking the All-Marine East Coast championship under their belts, the Parris Islanders traveled to California where they went onto the boards against the Marine West Coast champs of MCRD San Diego and emerged the victors of the national play-off contest.

The Islanders thus brought to a conclusion an outstanding season which saw them lose but six contests in 61 starts.

New (and Better) Dried Spuds

Things are looking up for the hard-working messcook. New dehydrated potatoes are available which are so natural tasting that they'll please the crustiest connoisseur of chow.

They'll nourish him, too. Nothing will be lost in the temporary separation of food and fluid that can't be regained in the galley.

To the food-fancier who shudders at the recollection of earlier dehydrated spuds, let the following be said: These are different. They're different because they're prepared differently. For one thing, the World War II potato was dehydrated raw. The new one is dehydrated cooked.

Two types of dehydrated potatoes are now offered—mashed potatoes and diced potatoes. The mashed type can be used for potato soup, pancakes, chowders, fish cakes, topping for meat pies, and as ordinary Sunday-style mashed potatoes. Also, by making them into a dough which is then cut up and fried in deep fat, a cook can turn them out as French-fries. The diced variety is recommended for hash-brown potatoes, potato salads, and also for chowders.

The new arid tubers were tried out at Bayonne, N. J., where they were eagerly eaten by the crews of submarines. And it's in submarines that they're expected to be the most valuable in their new form, because of their easy stowage. But they will be highly practical almost anywhere in the armed forces. Reason: Little time consumed in the task of preparation in the galley; no waste and spoilage.

Navy food distribution points now have the new style dehydrated potatoes in stock.

SIDELINE STRATEGY

People don't go around presenting orchids to rugged track athletes, but some expression of recognition is due Elvin Becker, outstanding distance trotter of NTC San Diego, for an incident during a meet with the San Jose State Spartans. Becker was competing in the mile run, his pet competition. He was so accustomed to winning this event that on this particular occasion there was little doubt but that he would add another laurel to his collection. However, when the race was over Becker had to settle for second place behind a Spartan sprinter. His fans' dismay soon turned to respectful amazement when it was learned that during the run Becker had fractured a leg.

★ ★ ★

Whenever Wheaton College is mentioned, we invariably think of the 117-year-old and strictly female educational institution at Norton, Mass. It was, therefore, with a bit of a start that we read of a wrestling match between Great Lakes' matmen and a team from Wheaton College. Our astonishment abated, however, when we were reminded that since 1860 there has been a coeducational college, also called Wheaton, in the Illinois town of the same name.

★ ★ ★

Along with the information that the 1951 "Flyers" of NAS Atlantic City had won

the 4th Naval District basketball title for the second straight year, come the additional data that they had accomplished something of a supreme achievement by averaging 88.9 points per game. Any wooden court quintet would revel in such a stunt; any of the service hoopsters, that is, except the "Flyers" who seemed to have slipped. The season before they compiled the phenomenal game point average of 100.6.

★ ★ ★

The Fourth Annual All-Marine Track Meet is being held this month at Marine Barracks, Camp Pendleton, Calif.

★ ★ ★

The Santa Ana, Calif., police are getting a little weary of shooting it out with the El Toro Marines, who for the fifth time have annexed pistol-honors for that competition.

★ ★ ★

We nominate for the most unusual scene of a basketball game, the hangar bay of USS *Oriskany* (CV 34) while the ship was in drydock.

★ ★ ★

One form of recreation, we suppose, is letter writing. A recruit at Great Lakes received a parcel of pages from his wife which took two hours to read, and about an equal length of time to answer the questions. The epistle was 104 pages long.—Ernest J. Jeffrey, JOC, USN.



THE BULLETIN BOARD

1,800 POIs Are Selected For Advancement to CPO; 5,400 Others Pass Exam

Advancement of 1,800 first class petty officers to chief petty officer, acting appointment (temporary), has been authorized.

Personnel selected for advancement were those with the highest multiple standing in their respective ratings, as compiled from the scores in the Navy-wide examinations conducted in February.

BuPers Circ. Ltr. 76-51 (NDB, 15 May 1951), which lists the names, service numbers and respective standings of the successful candidates, authorizes commanding officers to advance these men provided they are in all respects qualified and eligible. Such advancements were to be effective not earlier than 16 June 1951, nor later than 16 Aug 1951.

All are temporary advancements subject to the provisions of BuPers Circ. Ltr. 181-50 (NDB, 15 Nov 1950), which states that all advancements of USN and USNR personnel on active duty to pay grades E-5, E-6 and E-7, on or after 1 Jan 1951, shall be temporary.

Naval Reservists, indicated on the list by the letter "R" after their service number, will be advanced to the appropriate emergency service rating in which they are serving.

Besides the 1,800 advancements,

Environmental Sanitation Course Given to Corpsmen

The first class for environmental sanitation technicians has been graduated at the Naval Hospital, Oakland, Calif.

The course is five months long. New classes convene every two and one-half months.

Experienced hospital corpsmen receive training in military sanitation, vital statistics, epidemiology of communicable disease, bacteriology and immunology, administration and organization, and rodent control.

Many of the graduates are being assigned to epidemic disease control units.



there were approximately 5,400 other candidates who successfully passed the examinations but who could not immediately be advanced due to budgetary and pay grade limitations. A substantial number of further advancements may be authorized from among this group when future conditions permit.

Marks attained by personnel who competed but whose names do not appear on the list may be obtained by submitting requests to the Chief of Naval Personnel (Pers-E3b). Information as to which operational tests were passed or failed is not available. However, failure of one or more operational tests will be indicated by the letter "F" written in the "op-test" column of the bureau's reply.

Listed below are the number of men advanced in each E-7 acting appointment (temporary) rating: ABC, 17; ACC, 9; ADC, 57; AEC, 26; AFC, 5; AGC, 11; AKC, 12; ALC, 15; AMC, 30; AOC, 22; ATC, 73; BMC, 116; BTC, 27; BUC, 5; CDC, 4; CEC, 2; CMC, 3; CSC, 31; CTC, 62; DCC, 19; DKC, 20; DMC, 1; DTC, 10; EMC, 117; ENC, 31; ETC, 73; FCC, 22; FPC, 31; FTC, 13; GMC, 64; HMC, 63; ICC, 8; IM, 2; JOC, 2; LIC, 3; MAC, 6; MEC, 21; MLC, 4; MMC, 91; MNC, 5; MRC, 14; MUC, 11; OMC, 3; PIC, 3; PHC, 5; PMC, 2; PNC, 36; PRC, 7; QMC, 105; RDC, 25; RMC, 105; SDC, 39; SHC, 29; SKC, 74; SOC, 46; SVC, 1; SWC, 5; TDC, 9; TEC, 29; TMC, 19; UTC, 3; YNC, 96.

Disability Claim Filing Procedure Is Clarified For Men Being Separated

Before any member of the Navy can be separated from the service because of physical disability, he should file a claim with the Veterans Administration for compensation, pension, or hospitalization. Or, he must state that this right to file a claim has been explained.

If for any reason, a claim is not filed at the time of separation the veteran does not forfeit any right to file a claim at some future time. This announcement has been repeated by the Navy Department in a joint BuPers-BuMed-Marine Corps letter dated 24 Apr 1951, to correct a misunderstanding among many naval personnel. At no time is a person who is discharged, retired, or hospitalized, required to sign a waiver which would prejudice his right to file a claim with VA.

When an individual doesn't wish to file, he signs the following:

"I have been told that I am to be (discharged) (retired) (released) from active duty in the naval service, by reason of physical disability and have been advised of my right to file a claim with the Veterans Administration for compensation, pension, or hospitalization. I have decided not to submit a claim for any of those benefits at this time. I understand that my failure to file a claim at this time does not prejudice any right to submit a claim in the future."

Figures Show Reservists Are on the Job in Korea

Naval and Marine Corps Reservists are really on the job in Korea. According to recent figures, 25 per cent of the Navy men now fighting in the Far East are Reservists.

USMC Reservists, ordered to active duty since last June, make up 40 per cent of the First Marine Division. Similarly, 30 per cent of the First Marine Air Wing are Reservists.

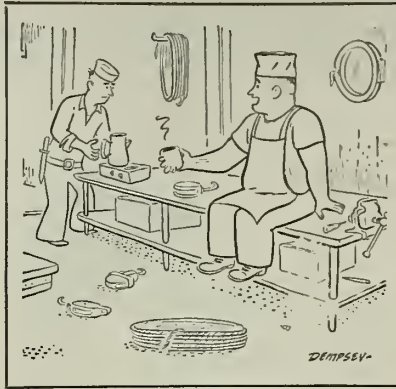
New Physical Standards Set for Enlistment or Reenlistment in Navy

New physical standards for enlistment and reenlistment of men in the Navy and Naval Reserve were established effective 1 May 1951 by BuPers Circ. Ltr. 65-51 (NDB, 30 Apr 1951). Standards outlined in the *Manual of the Medical Department* have been suspended.

All male applicants of all the armed services are now required to meet the minimum standards prescribed for Selective Service as published in *Physical Standards and Physical Profiling for Enlistment and Induction* (Army Regulation No. 40-115).

Minimum acceptable standards of an applicant include the following:

- Applicant must be "able to perform sustained effort for moderate periods."
- Moderate deformities of the upper and/or lower extremities (arms, legs, back, etc.) are not disqualifying if they do not interfere and have not interfered with function to a degree to prevent the individual from following a useful vocation in civil life.
- An applicant's hearing must meet the minimum requirements of 8/15 acuity, or 15/15 in one ear and less than 8/15 in the other ear, provided the defective hearing is not



"Say, what's your recipe?"

due to active or progressive organic disease. Acuity of hearing is determined by the whispered voice test. The individual is placed 15 feet from the examiner, with the ear being tested facing the examiner. If the man being tested cannot hear and repeat the examiner's whispered words at 15 feet, the examiner moves closer, foot by foot, until the words are repeated correctly. Each ear is tested separately.

- Minimum acceptable standards of vision call for 20/400 in each eye, correctible to 20/40 in one eye and 20/70 in the other eye, or 20/30 in one eye and 20/100 in the second eye. (These requirements are according to the Snellen chart system which was described in ALL HANDS, May 1951, page 48.) Also acceptable are those individuals with little

or no light perception in one eye, if such defective vision is not due to active or progressive organic disease, and providing vision in the other eye is 20/100 correctible to 20/20 with glasses. Color-perception test will be administered for record purposes only. Defective color perception is not disqualifying.

- An applicant without teeth but with full dentures may meet the dental requirements.
- Acceptable dental requisites call for individuals who are well nourished, of good musculature, are free from gross dental infections, and have a minimum requirement of upper and lower jaws, with or without teeth, corrected or correctible by a full denture or dentures.
- Height requirements remain the same. The minimum is 60 inches, and the maximum 78.
- An applicant must achieve a minimum or "critical" score in one or more of authorized intelligence tests.

Class B School Is Closed To Expand Class A School

The Class B Instrumentmen School at the Naval Receiving Station, Washington, D. C., was temporarily inactivated on 16 April due to a shortage of qualified candidates in the Fleet and to permit doubling the size of classes in the Class A Instrumentmen School.

A class of 10 trainees convened in the Class A Instrumentmen School on 16 April. Subsequent classes will be enrolled at 13-week intervals instead of the 26-week interval formerly used.

While there have been occasional changes in the size of classes at some naval schools, the Class B Instrumentmen School is the first school to have been closed temporarily.

The number of qualified candidates from recruit sources and the training requirements of the Fleet insure that all quotas for the Class A Instrumentmen School will be filled. For the first time in the school's history, women will become eligible for admittance to the Class A Instrumentmen School during this month.

The class of instruction at the Class A school covers the technical qualifications for instrumentmen—third and second class.

48% of Ship's Crew Who Took Exams Are Promoted

Though living conditions in the Korean area are not as healthy as in most other parts of the world, they don't seem to hamper the success of men taking advancement examinations. Two groups of men in that area lead the entire Navy in known group percentages for enlisted advancement.

On board *uss Hawkins* (DDR 873), a ship of the Seventh Fleet, 48 per cent of the crew members who took last July's service-wide exams were promoted. This is currently the highest percentage of advancement reported to BuPers.

Close behind *Hawkins* come the First Marine Division's hospital corpsman and dental technicians. These medical men prepared for

and took the January exams under what were probably the most adverse conditions for any group of Navy men.

Of the 464 who took the exams, 213 or slightly more than 45 per cent were advanced. The Navy men of the First Marines thus rank second in percentage of successful candidates for promotions.

These two groups are the champions unless or until better records are reported.

Service-wide percentages of successful candidates are as follows: for all pay grades, 42 per cent; for petty officer first class, 36 per cent; for petty officer second class, 41 per cent; for petty officer third class, 45 per cent.

Priority System Announced For Release of Marine Reserves to Inactive Duty

The Marine Corps has announced its program for the release of Reserve personnel now on active duty. Present plans call for the release of all USMCR personnel by 30 June 1952—except those who are voluntarily retained on active duty, according to Alnav 18 of 3 May 1951.

Reservists who have completed at least 12 months' service in their current tour of extended active duty are eligible for release under the new directive. The minimum service requirement will be waived when necessary, however, during the early months of the program.

For the purposes of the directive, the current tour of extended active duty—in the case of persons who were on active duty on 21 July 1950—will be considered as having started on that date.

Priorities, based on six categories of personnel, have been established to determine the order of release.

Enlisted Marine Reservists will be released from active duty either upon completion of 21 months' service in their current active duty tour or in accordance with the following priorities, whichever is earlier.

Priority one includes personnel in categories A through D. Priority two includes those in category E. Priority three, those in category F.

Here are the categories:

- A—Those who served for a period of 90 days or more between 7 Dec 1941 and 2 Sept 1945 in the Army, Navy, USMC, USAF, Coast Guard, Public Health Service or in the service of any country allied with the United States in World War II.

- B—Those not in category A who served for a period of 12 months or more between 16 Sept 1940 and 24 June 1948 in any of the services listed above.

- C—Those not in categories A or B who have completed three years or more of active duty service before 1 July 1951.

- D—Those not in categories A, B, C or F who will be 26 years of age or over, prior to 1 July 1951.

- E—Those not in any other category.

- F—Those with no prior service

WAY BACK WHEN

Sea Serpents

Recurring and wondrous tales of huge and awesome sea serpents are brought to mind with the announcement that a Danish scientific expedition has planned a two-year ocean depth-trawling cruise of the world's deepest ocean areas.

Despite the evident sincerity with which seafaring men have recounted their observations of sea serpents, scientists continue to discredit the existence of such denizens of the deep, pointing out that none has ever been caught or found. The Danish expedition, however, is hopeful of bringing to the surface hitherto unknown examples of strange marine fauna. They will be using special apparatus lowered on a 50,000-foot steel hawser with which ocean depths exceeding 5,500 fathoms will be explored for the first time.

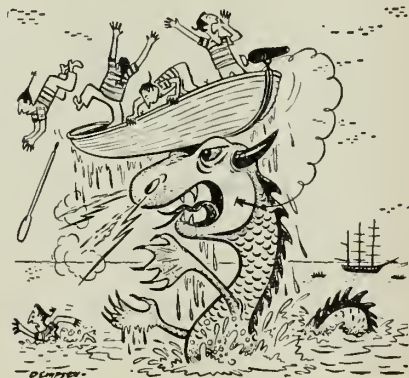
The gigantic animals, presumably of serpentine form, ancient traditions hold have gobbled ships and men like tasty hors d'oeuvres. These stories have been properly debunked, the Danish and other oceanographers admit. The possibility still exists that the ocean may hold other unknown creatures—giant eels, for example—which would help explain some of the sea-serpent yarns spun by mariners through the centuries.

Some serpent stories are pure fabrication, and others have arisen when known sea creatures have been mistaken for an unknown monster. For instance, the elongated oar or ribbon fish which reaches a length of from 20 to 30 feet, and which normally inhabits the ocean at a depth of from 80 to 250 fathoms, may easily have been mistaken at times for an unknown monster. Also, under certain circumstances,

the writhing 30-foot tentacles of a giant squid may have been responsible for a whopper sea-serpent story.

That there were at least three species of giant reptiles in the seas during the Cretaceous Age (80,000,000 years ago) has been proved by the discovery of fossils of that era, but none of them corresponds to the general description of what the more reputable modern observers claim to have seen. Although known surviving sea reptiles are relatively small poisonous snakes about six feet in length, recent years have seen the catching of several fish thought to have been extinct since the Cretaceous Age, thus giving rise to the possibility that perhaps huge sea-serpent-like creatures still do exist in the deepest waters of some of the oceans.

For the time being, however, the question must be regarded as one of the unsolved problems of zoology.



who were immediately assigned to extended active duty upon enlistment after 16 Aug 1950.

USMCR officers—except second lieutenants—in categories A, B and C will be released in chronological order of date assigned to their current tour of extended active duty.

All other USMCR officers, including second lieutenants, will be released upon completion of 21 months of their current tour of active duty. Second lieutenants in categories A, B or C will be released with other officers in these categories, if otherwise eligible, upon their promotion to the grade of first lieutenant.

Because of the urgent need for

junior officers, second lieutenants and non-veteran officers are excepted from the priority categories and will be retained on active duty for 21 months.

Selection Board to Pick Captains for Rear Admiral

A line selection board will convene 2 July to recommend captains on active duty for temporary promotion to the grade of rear admiral.

All line captains who will have three years' service in grade on 30 June 1952, computed from date of rank, are eligible—except those serving in appointments of limited duration, according to Alnav 44-51.

New Music Records Kits Now Available to Ships And Overseas Stations

The latest in music will soon follow Navy ships wherever they go, and wherever bluejackets may be overseas. Available in handy record kits the hit tunes will go out each month to eligible subscribers for a small fee.

This new recording program service, known as Armed Forces Records, is similar to the V-Disc Record program of World War II. It is assembled in kits of 10 12-inch 78 rpm records made of vinylite.

Popular music will make up three-fourths of the selections. Novelty, classical and semi-classical numbers make up the remainder. The kits contain more than 30 numbers.

In addition, a song folio of words and music for several songs is included.

The first semi-annual subscription begins with July 1951. Each subscription consists of a kit-a-month for six months and will cost \$30.

Eligible naval commands may subscribe for this service after 1 July 1951 by forwarding payment at the rate of \$5 per month for the remaining months of 1951. Payment should reach the Chief of Naval Personnel at least 30 days prior to the first of the month in which shipment is desired.

To request the service, eligible

ROC Training to Be Held At T.I. and Great Lakes

This summer the six-week ROC training program for 2,000 male Naval Reserve officer candidates will be held at Treasure Island, San Francisco, Calif. Facilities at Newport, R. I. and San Diego, Calif., where the training sessions were conducted in 1949 and 1950, were unavailable for the 1951 session. Training for female ROCs will again be conducted at Great Lakes, Ill.

ROC candidates are selected annually from among enlisted members of the Naval Reserve who are attending an accredited college or university. They are given a Naval Reserve commission after successfully completing their training and college work.



"Cap'n sez you can make some more biscuits, just in case we run low on ammo again."

commands should forward a check or money order for \$30 payable to "Chief of Naval Personnel," addressed to attention of Pers-Gll, Arlington Annex, Navy Department, Washington 25, D. C. Marine Corps and Navy ships of Military Sea Transportation Service are eligible.

In accordance with agreements between the armed forces and commercial companies, radio networks, and unions, the records will be issued and restricted to use of authorized ships, overseas activities and state-side naval hospitals. Unauthorized use and possession will subject the individuals and agencies to prosecution for misappropriation of U.S. government property.

BuPers has announced that contractual and technical details were completed much sooner than anticipated, enabling the contractors to furnish a kit for the month of June.

A limited number of June 1951 kits have been procured by BuPers and will be forwarded to the early subscribers without charge. In other words, the \$30 subscription will entitle the early subscriber to six regular record kits plus an extra June 1951 kit—as long as the supply lasts.

The selections for the June issue include 26 popular songs, four classical pieces, and three marches. They range from "It's Only a Paper Moon," "Kentucky Waltz," "Steel Guitar Wiggle," "Just Like Two Drops of Water," to Gershwin's "Rhapsody in Blue," and an abridged version of Tchaikowsky's 5th Symphony.

Further information on availability and eligibility of the record service is contained in BuPers Circ. Ltr. 69-51 (NDB, 15 May 1951).

Navy Resumes Sea/Shore Rotation on a Limited Basis as of 1 July 1951

After a year's suspension the Navy's sea/shore rotation program has been resumed on a limited scale, as of 1 July 1951. The rotation program was discontinued in July 1950 following the invasion of Korea. It will probably be some time however, before orders to a normal tour of shore duty are written in the same proportions that existed before Korea.

The limited resumption of the rotation program will permit a total of approximately 400 men per month to be assigned from BuPer's Shore Duty, Recruiting, and Instructor lists. Provisions as outlined in BuPers Circ. Ltr 36-50 (AS&SL, January-June 1950) are still in effect and govern sea/shore rotation.

During each of the past three months of April, May and June, the top 100 men on the Shore Duty Eligibility List were ordered to shore duty. At the present time there are over 13,000 names on the SDEL. The names of the men who have the longest continuous sea duty are at the top of the list for their rating group.

It should be realized that any adverse change in the international situation may make it necessary to hold this program in abeyance again. In the meantime BuPers plans to raise the figure of 400 a month for shore duty as rapidly as possible.

Corps' Largest Promotion Advances 3,213 Sergeants

More than 3,000 Regular and Reserve Marine Corps sergeants were promoted to the grade of staff sergeant in the largest single mass promotion in the history of the Corps.

Of the 3,213 sergeants selected for promotion, 68 per cent are Reservists on active duty.

Promotion boards have also selected about 2,500 staff sergeants and 1,500 technical sergeants for early promotion to the next higher grade.

Requirements for the promotion of staff non-commissioned officers in the Marine Corps are similar to those for officer promotions. Time in rank requirements are the same for Regulars and Reservists.

Instructors Needed for Many Navy Schools; Qualifications Listed

There is a continuing need for qualified instructors in many of the Navy's schools.

Certain ratings in which there are relatively few shore billets may have their path to shore duty shortened through instructor duty, BUPers says. Experience has shown that personnel who possess a minimum GCT of 55, a clear record and a desire to instruct make the best instructors.

This information is contained in BuPers Circ. Ltr. 70-51 (NDB, 15 May 1951), covering the subject of instructor duty.

BuPers details enlisted instructors directly to the following training activities:

- Class A, B, C, and functional schools under the cognizance of BuPers.
- Aviation schools of the Naval Air Technical Training Command.
- Recruit training commands.
- Disciplinary barracks and re-training commands.
- Honor naval schools (QM, GM and EN only).
- Merchant marine and maritime academics.

Training of Women USNRs Limited to 9th NavDist

Numerous inquiries have been forwarded to BuPers concerning the recruit training program established for women Reservists at the 9th Naval District Headquarters, Great Lakes, Ill., which was mentioned in *ALL HANDS*, April 1951, p. 53.

Enrollment in this two weeks' course is limited to members of the 9th Naval District. Each naval district is administering its own programs for women.

- NROTC units (QM, GM, YN, SK, ET and FC/FT).
- Naval Examining Center. (CPOs only. Primary duty is preparation of exams for advancement in rating).
- Naval School, Officer Candidate.

The locations of A, B, and C schools, functional schools and aviation schools are contained in the pamphlet *List of Navy Schools and Courses* (NavPers 15795). The location of the other activities is contained in the publication *Catalog of Naval Activities*.

Chiefs and first class petty officers who desire instructor duty should submit requests via their commanding officer directly to the Chief of Naval Personnel (Attn: Pers-B212) using form NavPers-1247 (Rev. 7-49). If specific schools are desired they should be listed, otherwise choices by naval districts should be listed.

Requests for instructor duty are also desired from Wave CPOs and first class petty officers in all ratings for duty as recruit instructors at the Recruit Training Command, Great Lakes.

Enlisted personnel will be carried on only one of the following eligibility lists at a time: Recruiting Duty; Bureau Shore Duty (includes instructors); or Fleet Shore Duty.

When a man applies for Bureau Shore Duty he may enter his name on both the Shore Duty Eligibility List and the Instructor List at the same time by submitting, with his request for shore duty, an Instructor

Duty Request card. The Bureau will acknowledge receipt of requests for instructor duty.

Assignment to duty will then be made from either the Shore Duty Eligibility List or the Instructor List according to the needs of the naval service.

Personnel placed on the Instructor List should notify the Chief of Naval Personnel (Attn: Pers-B212), via their commanding officer, of change of permanent duty station, change of rate, change in choices of duty location or of desire to cancel instructor duty request.

BuPers will consider exceptions to the minimum GCT score of 55 if personnel are otherwise considered exceptionally well qualified and a waiver is recommended on the Instructor Duty Request card.

Inactive Enlisted USNRs May Extend for 1-3 Years

Inactive enlisted Naval Reservists, who have less than one year of obligated service remaining, can qualify for active duty by extending their enlistments for periods of one, two or three years instead of the four-year term formerly required.

The new policy applies primarily to Reservists serving in an involuntary extension. It includes personnel whose normal four-year enlistments expire between 28 July 1950 and 9 July 1951 and who were retained in service for an additional year.

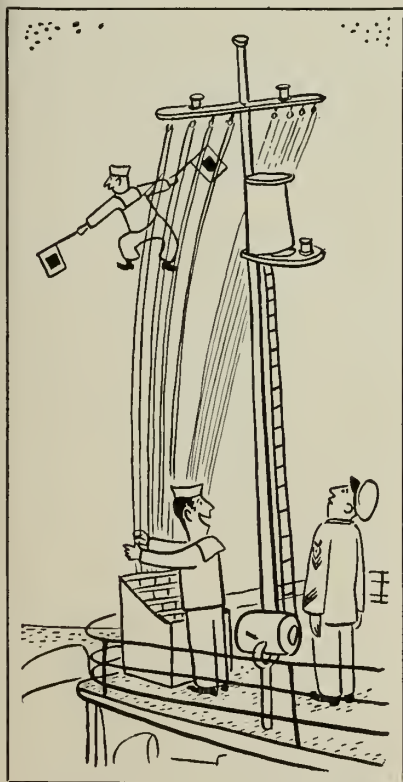
Previously this privilege was extended only to USN or USNR personnel on active duty.

Class A Boilerman School Opens at Philadelphia

Another Class A school for boilermen has been established, at the Philadelphia Naval Shipyard. This is in addition to the one recently started at Great Lakes, Ill.

Enlisted personnel will receive 14 weeks' training in the technical requirements for boilermen second and third class.

Twenty trainees will enter the school every two weeks. Fifteen will be selected from graduates of recruit training. Five will come from a quota assigned to ComServLant.



"He's our long distance operator."

Trophy Winners Announced For Annual Competition Of Naval Air Reserve

Three aviation trophies, won in nationwide competition of Naval Air Reserve activities, have been awarded to the top air units in their class.

• The Edward Franeis Conway Memorial Trophy has been won by NAS Willow Grove, Pa., in the Naval Air Reserve Training Command contest for 1950.

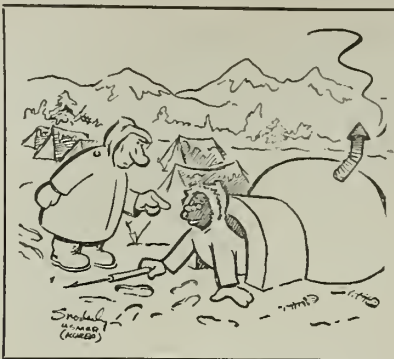
Runner-up to NAS Willow Grove in the Conway competition was the 1949 winner, Naval Air Reserve Training Unit, Norfolk, Va. Third position honors went to Naval Air Reserve Training Unit, Seattle, Wash.

• In the annual competition for the Chief of Naval Air Training Trophy, NAS Oakland, Calif., was selected from the 27 naval air stations in the United States. Presented this year for the second time, the annual trophy is awarded to the Reserve station showing the greatest improvement over the preceding year.

Second and third places in the CNAT trophy competition were won by NAS New Orleans, La., and NAS Columbus, Ohio.

• The Naval Air Reserve's top squadrons in their class during 1950 have been awarded the Noel Davis Trophy. They are VF-931, Willow Grove, Pa., for fighter squadrons; VS-801, NAS Miami, Fla., for anti-submarine squadrons; VP-771, NAS Los Alamitos, Calif., for patrol squadrons; VR-773, Los Alamitos, for transport squadrons, and FASRon-861, NAS Norfolk, Va., for Fleet air service squadrons.

Competition for the Noel Davis



"Are you sure you belong to this outfit?"

Trophy is held annually among squadrons of the 27 naval air stations and NARTUs (training units) which maintain reserve air training facilities. The pilots for the most part are combat veterans of World War II, who have returned to civilian life, but who maintain their proficiency in naval aviation by flying and training at Reserve activities. Many of them are now on active combat duty with the Fleet in the Korean area.

The Edward Franeis Conway Memorial Trophy was presented anonymously to the Navy in memory of the late Lieutenant E. F. Conway, who commanded the Naval Reserve Aviation Base, Floyd Bennett Field, N. Y. It is awarded annually to the best naval air station or NARTU.

The Noel Davis Trophy was presented by Harry Guggenheim, a Reserve aviator during World War I, in memory of Lieutenant Commander Noel Davis, who lost his life during an early trans-Atlantic flight. It designates the activity which has made the greatest progress during the year of competition.

Air Intelligence School Graduates 25 Per Month

Approximately 25 officers per month are graduating from an intensive course of instruction at the Air Intelligence School at Naval Air Station, Alameda, Calif.

Now in its third year of operation, the West Coast air intelligence school is conducting successive four-week courses without interruption. The normal work day is 0800 to 1630, but the crowded schedule requires some night sessions and week-end problems.

Officer-students are taught first the primary objective of air intelligence:

"The compilation, evaluation and dissemination of information which can assist naval air combat units." They are given a thorough background of intelligence practices, objectives and history. Some specific subjects are: estimates of enemy strength, operational plans and orders, preparation of intelligence reports, research, and "oral briefs."

Considerable time is given to reading maps and charts and to using special devices for determining geographical locations.

Students for the Alameda school are selected by their COs, without special action on their part, after they have been found to have an interest in naval air intelligence.

The only other U. S. Navy air intelligence school is at Anacostia, D. C. It offers a course two months in length.

USN Ensigns with 3 Years In Grade Eligible for LTJG

Regular Navy ensigns will be considered for permanent promotion to the grade of lieutenant (junior grade) after completion of three years' service in grade, according to BuPers Cir. Ltr. 72-51 (NDB, 15 May 1951).

Those Regular officers appointed to the grade of ensign of the line or staff corps with dates of rank in calendar year 1948 will become eligible for permanent promotion to LTJG during the calendar year 1951.

Therefore all such officers with dates of rank as ensign in the period 14 Apr 1948 through 31 Dec 1948, inclusive, are to be ordered to report for a physical examination for permanent promotion by a formal board of medical examiners. This applies whether or not the ensign has been temporarily appointed to LTJG under the provisions of Alnav 33-51 (NDB, 15 Apr 1951).

Individual letters initiating examinations of those with dates of rank earlier than 1948 have been sent to officers concerned.

The permanent promotion of corresponding Reserve ensigns on active duty will be handled by individual letters. At the present time, there is no change in the procedure for the promotion of inactive Reserve officers.

6th Annual Operation Set For Cadets and Midshipmen

Second class midshipmen from the U.S. Naval Academy will join forces with second class cadets from the U.S. Military Academy for the sixth consecutive year, in Operation Camid VI.

This year the full-scale amphibious warfare operations will be held from 11 August to 27 August at Little Creek, Va., under the direction of ComPhibLant.

List of Ratings Eligible For Combat Aircrewman Increased by Directive

Enlisted aviation personnel who previously were restricted by their rating classification from being designated as combat aircrewmen can take encouragement from a new BuPers directive.

Commanding officers are now authorized by BuPers Circ. Ltr. 50-51 (NDB, 15 Apr 1951) to designate as combat aircrewman rated or non-rated men in an aviation rating provided they are fully qualified.

This affords the opportunity to be designated as combat aircrewmen to men in the ratings of AB, AC, AE, AK, PR and TD as well as to those formerly authorized (AD, AT, AO, AL, AM, AG and AF). Aviation strikers for the above listed ratings may also be designated combat aircrewmen.

To be qualified an individual must:

- Be a crew member of a combatant aircraft. This includes aircraft of utility squadrons armed and capable of both offensive and defensive action.
- Must volunteer for combat aircraft duty.
- Be physically and psychologically qualified.
- Be trained in operational duties and meet training standards laid down by CNO.

The combat aircrewman designator CA shall be included after individual ratings in all reports, records or other official correspondence. For example: Deadeye, Richard D., AO3 (CA).

Men who have previously been assigned the CA designation shall retain it provided they meet the above requirements.

This designation will be cancelled automatically by a CO whenever a man has not been assigned to combat aircrew duty for a period of two years. Opportunity is given such a person to requalify, however.

COs are to cancel a man's CA designation when the man:

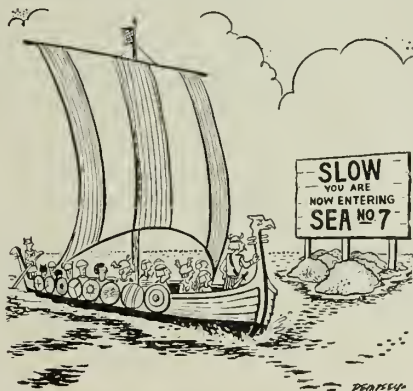
- Is no longer physically, psychologically or technically qualified for combat aircrew duty.
- No longer volunteers for combat aircrew duty to which he may be assigned by appropriate authority.

WHAT'S IN A NAME

Seven Seas

The salty-adventurous term "Seven Seas" is usually considered as referring to the greater per cent of the world's ocean area, but it should not be taken literally as applying to seven actual existing bodies of water.

A purely imaginary explanation is that



the seven seas included under the expression of the same name, are the Arctic, Antarctic, North and South Pacific, North and South Atlantic, and Indian oceans. This, however, could never have held true originally since "seven seas" was part of the vernacular of several countries long before some of these oceans were known to inhabitants of Europe and Asia.

"Seven seas" appears in the literature of the ancient Hindus, Chinese, Persians, Romans, and other nations of history, but in each case refers to different bodies of water. Moreover, in some instances, it refers only to mythical seas.

In more modern times, Rudyard Kipling popularized the phrase "The Seven Seas" by thus entitling a volume of his poems published in 1896. Kipling at that time explained that the term in that case might be regarded as referring to the seven oceans (mentioned above), although he realized that it was a very old and figurative name for all the waters of the world.

A signed statement to this effect must be in his service record.

- Is considered unsuitable for assignment to combat aircrew duty because of aggravated disciplinary offenses.

Personnel who qualify as combat aircrewmen are authorized to wear the naval aircrew insignie without combat stars. Individuals who were awarded combat stars under the provisions of previous directives are authorized to continue wearing the combat stars on the aircrew insignie.

Ensigns With 24 Months In Grade Are Promoted

Temporary promotions to the grade of lieutenant (junior grade) have been authorized for ensigns with two years in grade who are on extended active duty for more than 30 days. This new promotion program applies to USN and USNR ensigns of the line or staff corps. It does not apply to ensigns with probationary appointments. Details are contained in Alnav 33-51 (NDB, 15 Apr 1951) and BuPers Circ. Ltr. 67-51 (NDB, 30 Apr 1951).

Ensigns with date of rank within

the period of 14 Apr 1948 and 14 Apr 1949 are temporarily appointed to the rank of LTJG to date from 14 Apr 1951.

Those whose date of rank falls on or after 15 Apr 1949 will be promoted on the date they complete 24 months of active duty service.

Naval Reserve ensigns with 24 months' service, which includes active or inactive duty or a combination of both, will be temporarily promoted to the rank of LTJG on the date they report for active duty. Their promotion will rank from the date they complete 24 months of service or from 14 Apr 1951, whichever is later.

To be eligible for promotion, ensigns must pass a physical examination and be recommended by their commanding officers as "mentally, morally and professionally qualified."

The provisions of the Alnav are being modified to facilitate the temporary promotion of USMC and USMCR second lieutenants who qualify on the basis of date of rank and who meet the physical and mental requirements. Such officers will receive temporary appointments to the rank of first lieutenant.

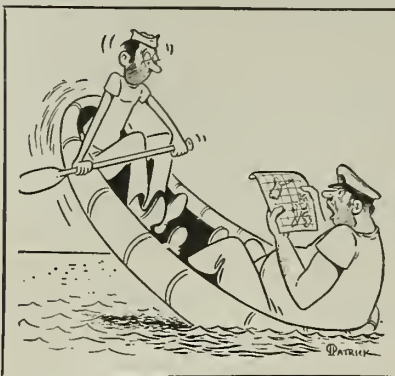
Rules for Promotion of Warrants to CWO and Advancement in Pay Grades

Regulations have been approved by the Secretary of the Navy for the promotion of warrant officers to commissioned warrant officers grade and for advancement to the higher CWO pay grades.

The rules governing the program will be promulgated in a forthcoming BuPers circular letter. A second circular letter will list the names of warrant and commissioned warrant officers recommended by a recent selection board for advancement.

Personnel affected by these new regulations include all warrant and commissioned warrant officers, both permanent and temporary, on the active list of the Regular Navy, and all Reserve warrant and commissioned warrant officers, except those on the inactive-status list.

Also included are warrant and commissioned warrant officers of the retired list, or of the Fleet Reserve when on active during time of war or during any national emergency.



"What're you waiting for . . . get going."

Pay grades are assigned in the following manner: Warrant officers are in pay grade W-1, and when promoted to commissioned warrant grade are assigned to pay grade W-2. CWOs selected for advancement will be advanced to pay grades W-3 and W-4 when vacancies occur in the authorized numbers.

Here's a summary of the rules

governing promotion to pay grade W-2:

- Regulations provide that eligibility for promotion to commissioned warrant officer requires completion of six years in warrant officer grade.

- Warrant officers who are eligible for advancement to CWO rank must be recommended by a selection board convened in BuPers. They also must be declared physically qualified by a medical examining board.

The above procedure applies to all warrant officers eligible for promotion to CWO, with the following exception:

A permanent USN warrant officer becomes a candidate for permanent promotion to commissioned warrant officer after completion of six years in warrant grade. In such case the candidate must be found mentally, morally, and professionally qualified by a Naval Examining Board, and his physical qualifications approved by a statutory board of medical examiners. (The requirement of a written professional examination has been temporarily suspended.)

Regulations governing advancement to pay grades W-3 and W-4 are as follows:

They call for a minimum of six and 12 years' commissioned service respectively, under current appointment, to be eligible for advancement.

- The Secretary of the Navy may establish from among those officers with six or more years' commissioned service, a number who may be considered for advancement to pay grade W-3 and W-4. The list of those to be considered will be based on length of commissioned service. A selection board will recommend a percentage of these officers for advancement, as vacancies occur in these two pay grades.

- Warrant and commissioned warrant officers who have served temporarily in the grade of ensign or higher, and were assigned to pay grade W-2 or W-3 as of 16 Feb. 1950, will use this date for computing minimum service eligibility for advancement to W-3 and W-4, if that date will give them an earlier date for eligibility than their commissioned date of rank.

Where warrant officers and CWOs

Navy Doctor Averts Mess Sergeant Shortage

A shortage of mess sergeants in the First Marine Aircraft Wing at the front in Korea was narrowly averted by a quick-thinking Navy doctor. He improvised a flight helmet and an aviator's oxygen mask to substitute for the conventional oxygen tent to save the life of Marine Sergeant Marvin MacIntosh.

The 20-year old cook was brought to the dispensary critically stricken by bronchial pneumonia.

The doctor on duty, Lieutenant (junior grade) Robert A. Driscoll, MC, USNR, a flight surgeon attached to a Marine aircraft unit, knew that only an oxygen tent would save the sergeant's life. He

sent a medical corpsman running to borrow the oxygen equipment used by the Marine Panther jet squadron pilots based on the field.

The corpsman returned with a standard aviator's face mask, an aircraft regulator valve, and an oxygen bottle.

The Navy doctor quickly adjusted the flight helmet to his patient, clamped on the face mask and applied the oxygen.

The improvised on-the-spot treatment had the hoped-for effect. The sergeant's condition improved and he passed the crisis. In a few hours he was on the way to recovery.—Cpl. Bob Said, USMC.



have failed to be selected to the next higher grade, they will compute their eligibility dates from the date of approval by the Secretary of the Navy of the selection board by which they are later selected.

Names of warrant officers of the Regular Navy and Naval Reserve—active and inactive, who have been recommended by a recent selection board for appointment to commissioned warrant officer status will be published in a BuPers circular letter.

The same directive will list the names and assignments of higher pay grades of active commissioned warrant officers to those now assigned in W-2 and W-3 with commissioned service under current appointment from 1 Aug 1944 or earlier, or 30 June 1939 or earlier, respectively.

All the selectees to pay grade W-2 will be promoted upon qualification as required by the announcement letter.

Selectees of W-3 and W-4 will be advanced as vacancies occur in the presently authorized number for those grades.

Permanent commissioned warrant officers serving temporarily in the grade of ensign or above are not charged to the authorized numbers in pay grades W-3 and W-4.

Loss Claims Considered On an Individual Basis

Claims for lost personal property are approved by the Navy when the article lost is considered to have been "reasonable, useful, necessary or proper under the attendant circumstances."

The question of who gets reimbursed for what and how much has bothered almost every bluejacket who has lost a seabag or some article coming under the general classification of personal property or effects.

Only one set of rules is used to decide which claim should be paid and how much the person should receive. These governing directives are the Navy Personnel Claims Regulations (NDB, July-December 1949), BuSandA Manual (Volume IV), BuPers Manual, 1948, and BuPers-BuSandA Joint Ltr., 18 Jan 1951 (NDB, 31 Jan 1951).

Accordingly, claims can be submitted for property damaged, lost, destroyed, captured or abandoned in

Your Personality Has Strong Effect on Your Teeth

Your teeth, which have been coming in for a lot of naval attention, are more closely related to the rest of your system than you might have thought. Not only do they control, in part, the things that go into your stomach; they're controlled, in part, by what goes on in your head.

A study of 50 Great Lakes Naval Reservists showed that there's a strong relationship between the condition of one's personality and the condition of his gums. Men who are "good mixers" and have few neurotic tendencies were found to have good gums in most cases. Those who are very introverted (solitary, aloof) were found to have poorer gums—as were those on the neurotic side.

Fighter pilots have gum trouble in many instances, though they take better than average care of their teeth. The Navy doctor who conducted the study thinks the pilots may clench their teeth too tightly when flying. Such jaw-clamping may cause part of the trouble with neurotic people's teeth, too, he says. Also, poor psy-

chological adjustment in the case of the neurotic people can cause the acid level of stomach and mouth fluids to rise.

Thus, if you can stay truly happy, relaxed and friendly, you can expect to have better teeth than if you are grouchy and tense.

There was a great deal of peanut-chewing by a group of 38 men and 12 women, after which the peanuts were carefully studied. Statistical findings were of a type which would be interesting mainly to doctors and dentists. Other findings should be of interest to almost everybody.

Did you know, for instance, that most people who have a good set of teeth are "right-together," like most people are right-handed? They do their chewing on the right-hand side, more than on the left. But if their teeth are better on one side than on the other, they will chew on the better side. This fact indicates that a person with several pairs of matching teeth in one side of his mouth is better off than he would be if his few matching pairs were divided.



the service. All are considered on an individual basis. Generally speaking, the approval or disapproval of a claim depends upon the consideration already mentioned: "Was the article reasonable, useful, necessary or proper under the attendant circumstances?"

When losses occur, which justify submission of claims in accordance with the regulations, such claims should be submitted as soon as possible to your commanding officer. Regulations state you should include detailed information on the date, place, facts and circumstances of the

accident or incident. Your CO will appoint an investigating officer to check your claim. Adjudicating officers then decide for what articles reimbursement can be made and the amount of settlement therefor.

Whenever possible, sailors with approved claims for clothing articles will receive an issue in kind, to the extent available, from the local clothing and small stores officer if they so desire. Claims not fully settled for by issues in kind will be forwarded immediately to the Chief of Naval Personnel for cash payment of balance due.

Complete Information on New \$10,000 Free Indemnity for Service Personnel

Naval personnel, including midshipmen and naval aviation cadets, are now automatically insured—at no cost to themselves—for \$10,000 against death while on active duty, and within 120 days after separation from service.

This free indemnity, payable to members of the serviceman's immediate family, is authorized by the Serviceman's Indemnity and Insurance Acts of 1951, Public Law 23, 82nd Congress, which became effective 25 Apr 1951.

The new law prohibits future issuance of National Service Life Insurance, except in certain cases.

Qualified survivors of servicemen who die while on active duty on or after June 27, 1950 will receive an indemnity of \$10,000, payable in 120 equal monthly installments of \$92.90, if the serviceman had no government insurance. Survivors of servicemen who had NSLI or U.S. Government Life Insurance policies under \$10,000 will receive an indemnity making up the difference between existing government policies and \$10,000. For example, the beneficiary of a sailor who had a \$5,000 NSLI policy to be paid under "option one" would receive a lump-sum payment of \$5,000—provided for by option one—and 120 monthly payments of \$46.45—provided for by the indemnity. The maximum benefits any beneficiary will receive will be from \$10,000 face amount.

The law limits these qualified sur-

vivors or beneficiaries to members of the serviceman's immediate family—a surviving wife or husband, child or children, parents, brother or sister. If no beneficiary is designated by the serviceman, payment will be made to the first eligible class of beneficiaries in the order listed above. He may, however, choose any of the above persons out of order, as his beneficiary. He cannot designate his girl friend or business partner.

Indemnity benefits wherever payable will go to survivors of those who died between 27 June 1950 and 25 Apr 1951, the date the law became effective, as well as to survivors of those who die after the enactment of the law.

Those entering the armed forces on or after 25 Apr 1951 will be covered by the free \$10,000 indemnity but will not be eligible for any *permanent* plan NSLI or USGLI. They will, however be able to purchase government *term* insurance, renewable every five years, which has no cash or reserve value. This insurance will be "non-participating"—no dividends will be paid.

Future veterans with service-connected disabilities will be able to take out special NSLI policies.

Personnel now on active duty, or veterans who may be returned to active duty, who already have NSLI or USGLI policies have three alternatives:

- They may continue their cur-

rent policies by paying the premiums. (If such current policy is under \$10,000 the beneficiary would receive an indemnity to bring the total to \$10,000 face amount.)

- They may continue their current policies but apply for a partial or total waiver of premium payments, depending on the type of policy held. Only those premiums coming due on or after 2 June 1951 may be waived. Policies on which waiver have been executed become non-participating, while the waiver is in effect.

In the case of five-year level premium term insurance, all premium payments while on active duty may be waived. Ahav 42-51 (NDB, 15 May 1951) contains instructions for applying for waiver of term insurance premiums.

In the case of permanent plan insurance, that portion of the premium representing the cost of the "pure insurance risk"—the amount paid to insure one's life from month to month as differentiated from that paid into the reserve—may also be waived.

Information will be released later relative to the amount of the premium that may be waived and how much must continue to be paid into the reserve of the permanent plan policy. Meanwhile, members who apply for such waiver must continue to pay the full premium until told the exact amount required to maintain the policy reserve and continue the insurance in force. The VA will refund later any portion of a premium that has been paid and that is subject to waiver. Ahav 45-51 (NDB, 31 May 1951) sets forth instructions for applying for waivers in connection with permanent plan insurance.

- They may surrender any existing permanent plan of NSLI or USGLI and be covered by an indemnity while on active duty. After separation, they could reinstate the old policy or be granted a new permanent plan policy in the same amount, without evidence of good health. Term insurance that has expired while the serviceman is on active duty may be reinstated within 120 days of separation, if the serviceman shows evidence of good health. Term insurance, on which premiums have been waived, is automatically

Seabees Witness Interesting Japanese Religious Ritual

Seabees of Mobile Construction Battalion Two, working on their latest job of renovating and rehabilitating the Atsugi Naval Air Station, ran into the Japanese equivalent of St. Ferdinand, the patron saint of engineers.

St. Ferdinand, who has also been adopted as a patron by Seabees and CEC officers, has his counterpart in Uzunahiko No Mikoto.

Japanese engineers are building an aircraft parking apron and control tower on the field. These men, before breaking ground on the new job, beseeched Uzunahiko for good

luck and prosperity in the project.

This ritual, as observed by the Navy's Seabees, took the form of an interesting ceremony, long a part of the Shinto religion. An altar was set up at the air station. Shinto priests purged the altar and asked the saint of Japanese engineers to purify the job site and people working on the job. Wine, land and sea products were offered as a tribute.

Contrary to widespread belief in the U.S., the Shinto religion is authorized by the occupation authorities. The State Shinto, on the other hand, was abolished.

renewed—it does not lapse or expire.

The new law specifically states that it shall not be construed so as to restrict or cancel any rights under the insurance contracts issued on or prior to the enactment date of the law—25 Apr 1951. Reinstatement, conversion or other rights under such policies are, therefore, not affected by the new legislation.

Nevertheless, naval personnel are urged not to make hasty decisions. No general advice can be given to point out which alternative is "best"—each individual will have to decide for himself on the basis of the factors in his particular case.

He should consider the purpose for which he originally established the policy. He must consider his age at the time he will be separated from the service. His family status and the type and age of his insurance policy also must be given consideration.

For further information, see Alnav 35-51 (NDB, 30 Apr 1951) and Alnav 39-51 (NDB, 15 May 1951).

Applications Are Desired For Cargo Handling Class

The next class scheduled for the six-month course at Naval School, Cargo Handling, NSC Oakland, Calif., will convene 3 Oct 1951, it has been announced in BuPers Circ. Ltr. 77-51 (NDB, 15 May 1951).

The course is open to Supply Corps officers and other officers whose duties involve cargo handling. The instruction will include training in general transportation; shipping duties in various categories of shiploading and discharging; marine technical operation; air, rail, truck, and ocean traffic; and air-cargo-terminal operation.

Applications may be submitted by line and staff corps officers in grades of ensign through lieutenant commander, or nominations may be forwarded by interested commands. Applications should be routed in sufficient time to reach the Chief of Naval Personnel (Attn: Pers-C122) before 15 August.

Officers selected will be ordered on a permanent change-of-duty basis.

Applicants should be due for a tour of shore duty about the time the course commences.

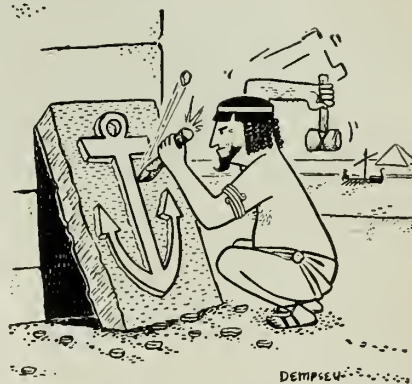
HOW DID IT START

Anchors

"Anchor" comes from the Latin "ancora" or "anchoro" from the Greek "ankyro," meaning, literally, "something crooked or hooked." Sailors today say "drop the hook" or refer to the anchor as "the old mud hook."

Although anchors today usually are made of iron or steel, ancient sailors used many forms, the earliest of which consisted of a stake driven into the ground through the boat's gunwale, bogs of sand, single large stones, or baskets of smaller stones, the sand or stones acting merely as weights without hooking into the ground. Later, weighted hooked sticks with a single arm came into use. Eventually more arms were added so that anchors began to resemble the modern gropnel. Medals found in the Catacombs of Rome depict an anchor closely resembling those of the present day.

The earliest recorded use of anchors of any type was by the Egyptians on their Red Sea galleys, while the Greeks are credited with the use of the first iron anchor (consisting of one fluke or hook). The Chinese are believed to have used anchors as early as 2000 B. C. Early Greek and Roman navigators used stone anchors turned out by expert stone cutters. The ancient town of Ancyra or Anchryopolis in Egypt is said to have derived its name from the manufacture of anchors in its quarries. Large lead trunks which are exhibited as an-



cient Greek anchors may be found in the archeological collections of the Museum Boreli at Marseilles, the British Museum in London, and in many smaller museums in southern Europe.

Originally weighing but a few pounds, anchors of necessity have kept pace with the development of shipbuilding, increasing in weight as the additional tonnage of the vessels demanded. The British Great Eastern (launched in 1858), one of the world's first great liners, carried among her several anchors one which weighed eight tons.

Some of today's fighting vessels such as the newer U.S. aircraft carriers have anchors weighing up to 20 tons each.

Active Duty Reservists Must Be Physically Fit

Naval Reservists ordered to report for extended active service under present conditions are expected to be able to perform unlimited duty at sea or on a foreign shore. They must meet the same physical standards as other personnel of similar rank or rating who enter into active naval service.

Those who require major surgical treatment or who are likely to need extensive medical care are to be considered not physically qualified pending further review of their records.

Reservists physically able to perform unlimited service but who have some minor defect or disability, may be granted a "conditional waiver" by the examining activity and considered otherwise qualified for active service. These waivers are not granted, however, if the member is un-

likely to be able to perform unlimited duty.

Additional information may be found in BuPers-BuMed Joint Ltr. of 8 May 1951 (NDB, 15 May 1951).



"He sends empty envelopes to his correspondence school and thinks he's playing hooky."

Shipboard Drills Pay Off; Destroyer's Personnel Knew Jobs When Ship Hit Mine

Here's proof that shipboard drills and familiarity with your ship's compartments pay off. Many lives and probably the ship itself were saved because men serving in *uss Mansfield* (DD 728) knew their jobs when the ship struck a mine in North Korean waters.

In addition six crewmen who knew their ship practically blindfolded, and who put their knowledge to immediate heroic use, have been awarded Silver Star and Bronze Star Medals.

William L. Corcoran, GM2, USN, awarded a Silver Star Medal, was mount captain of number one mount when the mine exploded and severely damaged the forward part of the ship. Although wounded he entered the damaged and smoke-filled compartments and assisted in the rescue of wounded shipmates until he collapsed. His actions aided materially in securing ready medical attention for 28 wounded men, all of whom survived.

Lieutenant Commander Chester

Carrier's Crew Helps Shipmate in Distress

When you're short of cash, it's nice to have friends.

The aircraft carrier *uss Princeton* (CV 37), flagship of Task Force 77, was operating in hostile waters off Korea. News of sickness at home resulted in emergency leave for a married seaman. While a courier plane was being readied to fly him to Japan, he admitted to friends that his funds were low. Most of his pay had gone home in allotments to his wife in the States.

The MAA force made a quick tour of the ship and came back with an envelope containing several hundred dollars. Few of the volunteer donors knew the sailor's name. Many wouldn't have recognized him as their shipmate if they had met him ashore. But they saw to it that he didn't start half way around the world on emergency leave, empty-handed.



"He keeps talking about corn pone and ham hock . . . I think he's from South Korea, Sir."

O. Hickey, USN, squadron material officer of DesRon 9, led the way into compartments filled with fumes, smoke and debris and conducted the rescue of wounded personnel from the CPO quarters. In addition he rendered valuable assistance in maintaining the ship as a fighting unit for which he has been awarded the Silver Star Medal.

Bronze Star Medals with combat "Vs" were awarded Lieutenant (junior grade) Victor S. Forys, USN; John W. Breckenridge, MMC, USN; Billie L. Coffman, SN, USN, and Robert W. Weaver, SN, USN.

Seamen Coffman and Weaver despite the extreme danger involved entered damaged compartments fogged with smoke and assisted in carrying wounded shipmates to safety.

Lieutenant (jg) Forys upon hearing the report of the detonation rushed forward from his damage control station, quickly organized the rescue and repair parties and led them into the damaged parts of the vessel.

Under his direction the flooding was controlled and the damaged deck space strengthened, many of them to their original strength. This enabled the ship to make a safe return to port.

Chief Breckenridge was CPO in charge of a repair party. His citation states that he "entered compartments filled with fumes, smoke and debris to assist in locating and repairing the damaged areas. In spite of the extreme danger involved, he calmly directed the control and repair of the damaged compartments. . . ."

Medals Awarded Personnel Of Three Destroyers for Gunfire Support Actions

For heroic service and achievement in the Navy's gunfire support mission against Inchon, Korea, nine Bronze Star Medals have been awarded personnel of three destroyers, *uss Mansfield* (DD 728), *uss Lyman K. Swenson* (DD 729) and *uss DeHaven* (DD 727). The medal winners carried out their tasks in the highest naval traditions in the face of heavy fire from coast defense guns and small-arms fire.

Personnel of *Mansfield* awarded Bronze Stars were Lieutenant Commander Paul W. Frazier, USN, officer-in-charge combat information center; Lieutenant Lawrence A. Farquhar, USN, gunnery officer and Edward S. Stammer, CSC, USN, control officer of the after 40-mm. battery.

Serving in *Lyman K. Swenson* and receiving awards were Lieutenants (junior grade) Charles P. Tesh, USN, and Frank E. Johnson, Jr., USN. Lieutenant (jg) Tesh served as machine gun control officer and gunnery liaison officer. Lieutenant (jg) Johnson was the ship's gunnery officer.

Bronze Star recipients on board *DeHaven* were Lieutenant Commander Farrell B. McFarland, USN, combat information evaluator; Lieutenant (junior grade) Arthur T. White, USN, gunnery officer; Ensign Donald E. Craig, USN, assistant gunnery officer and William J. Newman, FCSN, USN, main battery director rangefinder operator.

Destroyer's Accurate Fire Saves ROK ARMY Battalion

uss Orleck (DD 886) has been credited with saving a Republic of Korea army battalion during fighting in Korea.

Communist troops had surrounded the battalion and threatened to annihilate it. Acting as spotters, ROK infantrymen pinpointed the destroyer's fire toward the Communist-held area and the ship's main battery took a heavy toll of enemy troops.

The Communist pincer movement was successfully beaten back. Later, in a similar engagement, *Orleck* destroyed an additional 300 enemy troops.

Eight Members of UDT 1 Decorated for Heroism In North Korean Area

Five Navy men and three marines, members of Underwater Demolition Team One, have been decorated for heroic achievements in the North Korean area.

The Silver Star was awarded to Lieutenant (junior grade) Edwin P. Smith, Jr., USN, for conspicuous gallantry during three night demolition raids against targets 200 to 300 miles behind enemy lines. His action contributed materially to the destruction of three railroad tunnels and two railroad bridges along the enemy coastal line of supply and communication.

In the same action Albert F. Bass, Jr., BM3, USN, was awarded the Bronze Star with combat "V" for his work in leading the raiding party from the beach to inland target-areas. He was one of the last of the raider group to leave the beach and return to his naval unit after checking to see that each of the enemy targets to be blown had been properly rigged.

The Bronze Star with combat "V" has been awarded the following men for their actions in the same three nights of hazardous operations: James F. Frazier, EMFN, USN; William J. Mack, SN, USN; SSgt Edwin Madejczyk, USMC; Second Lieutenant Philip D. Shutler, USMC, and Second Lieutenant Dana B. Cashion, USMC.

Lieutenant (junior grade) Phillip A. Wilson, USN, was awarded the Bronze Star with combat "V" for his leadership in rigging demolition charges on each of the separate objectives during these hazardous three-night raids far behind enemy lines.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 39.

1. (a), (b) and (c). The same for those three branches of service
2. (c) Vice admiral.
3. (a) Medical guard.
4. (b) Visual communication duty.
5. (b) LST.
6. (a) Landing ship, tank.

CO of UDT 1 Given Award For Leading Night Raids

The Silver Star medal has been awarded Lieutenant Commander David F. Welch, USN, for his leadership of an underwater demolition team in Korea. Under his command, UDT 1 conducted a series of highly successful night demolition raids and beach reconnaissance missions in the coastal waters of enemy-held Korea.

Lieutenant Commander Welch led and directed the night hydrographic surveys of three beaches. Despite strong enemy opposition the last of the surveys was completed and the reconnaissance party returned to its ship while under heavy fire.

29 Bronze Stars Awarded To ROK Navy Personnel

Twenty six officers of the Republic of Korea Navy have been awarded Bronze Star Medals by the U.S. Navy. This makes a total of 36 Bronze Stars that have been awarded to Korean naval personnel since the outbreak of the Korean conflict.

Silver Star Medals had previously been awarded to eight officers and enlisted men of the Korean Navy.

Most of the Bronze Stars went to Korean commanding officers of ships that were responsible for the destruction of enemy vessels during blockading activities in the early days of the Korean fighting. Other Bronze Stars went to the engineering officers of these ships for keeping the machinery of their vessels in operation despite an inadequate supply of spare parts and tools.

U.S. Marine General Given Korea's Highest Award

The Republic of Korea's highest award has been presented to Major General Oliver P. Smith, USMC, former commanding general of the First Marine Division. General Smith is now commanding general of Camp Pendleton, Oceanside, Calif.

Korea's Order of Military Merit with Silver Star has been awarded only a few times in the history of the republic.

PUC for Action in Korea Given 1st Marine Division And Its Reinforcing Units

The First Marine Division and certain reinforcing units have been awarded the Presidential Unit Citation for service in Korea from 15 Sept to 11 Oct 1950.

Names of the reinforcing units entitled to the award will be announced at a later date.

This marks the fourth Presidential Unit Citation the Division has earned—the others were for campaigns at Guadalcanal, Peleliu and Okinawa, during World War II. Division members may wear the blue, gold and red horizontal striped ribbon with appropriate bronze star.

"By executing three separate but superbly coordinated amphibious attacks over highly treacherous beach approaches against a prepared enemy on 15 Sept 1950," the citation reads, "the division recaptured the island of Wolmi-Do, the city on Inchon, Kimpo Airfield and made possible and assisted in the recapture of the Republic of Korea capital city of Seoul from enemy hands."

High-Flying Jet Plane Gives You a 'Snow Job'

If you don't turn on the air-cooling system at the right moment while flying high in a jet plane, you may get a "snow job." And that's no joke, mate.

Not so long ago, one of the major problems of high-altitude flying was protection against cold. Now—because engines are hotter, because there are more kinds of hot equipment and because the air flowing over the plane causes both compression and friction—flying at high altitudes in a jet is like flying in a Turkish bath.

If the pilot delays in turning on his air-cooling system, the sudden change in temperature may cause a snowstorm—a minor league blizzard. The cockpit becomes foggy and the pilot's visibility is sharply cut.

After experiencing a few uncomfortable moments in such a situation, most pilots resolve not to make this mistake twice.

Risks Life at Fire, Sailor Given Medal; Four Others Lauded for Aiding Couple

The Navy and Marine Corps Medal was awarded to Edward T. Kane, QM1, USNR, who risked his life entering a burning home to rescue the occupants.

When he discovered a frame house ablaze at Staten Island, New York, Kane smashed windows and doors in an effort to arouse the sleepers. Climbing to the porch roof, he heard a whimper. Kane smashed a window, entered the blazing house, and dragged a girl to the roof. After helping lower her to safety, he then reentered the house in a vain attempt to rescue the girl's father. Smoke and flames forced him to leave.

Four other Navy men gave of both their time and skill in rendering aid to two strangers near Yosemite National Park.

When Mr. Lawrence E. Clark, Honolulu, T.H., was suddenly taken ill while driving, his wife hailed a passing car which contained lieutenant (junior grade) Howard W. Bird, MC, USN; Emery J. Hatch, HM3, USN; Jack Birdsong, SN, USN; and Donald Felch, SN, USN—all of USS *Norton Sound* (AV 11).

Doctor Bird diagnosed Mr. Clark's illness as a stroke and, after rendering first aid, the men drove the couple to a nearby hospital. Abandoning their personal plans for the weekend, they arranged for lodging for Mrs. Clark and kept in close contact with the hospital, checking on Mr. Clark's progress.

Their commanding officer did not learn of their kind act until several months later when he received a let-

Honored for Rescuing Two Injured Shipmates

For rescuing two shipmates who had been injured by huge waves which were about to sweep them overboard from their ship, Melvin M. Gabelhaus, BM1, USN, has been awarded a SecNav Letter of Commendation.

When USS *Gilligan* (DE 508) was entering the channel leading into Coos Bay Harbor, Oregon, its stern was engulfed by a huge wave. Two men were knocked down and injured and were about to be swept overboard by a second giant wave when Gabelhaus went to their rescue.

He assisted them to a place of safety just before the second wave engulfed the stern of the ship, thus saving the men from probable death.

ter from Lieutenant Commander W. G. Thatcher, USN, son-in-law of the Clarks.

A special commendatory mast was held and the Navymen were each given a letter of commendation.

Four Cruises to Feature NROTC Summer Training

Summer training for NROTC midshipmen is now under way, with the first of four training cruises beginning on 4 June. Another is scheduled for 22 June and the other two will start on 3 August.

In addition to the customary at-sea training cruises of from four to six weeks' duration, the midshipmen will also receive aviation indoctrination and amphibious training.

Approximately 6,300 midshipmen—from 52 colleges, including about 1,825 from the U. S. Naval Academy—are participating in the program.

Training programs are also scheduled for Marine Corps seniors. About 200 Regular NROTC Marine Corps seniors will report to Marine schools at Quantico, Va., on 13 June for eight weeks' training, 80 more will take six weeks' training.

NROTC juniors who have been selected for the civil Engineer Corps option will start their summer training at Ohio State University on 18 June.

Legions of Merit Awarded COs of Four Naval Units, Medical Corps Captain

The commanding officers of four naval ships or units fighting in the Korean theater have been awarded Legion of Merits or gold stars in lieu of the second award for performance of outstanding service. Combat distinguishing devices accompanied the awards in each case.

A fifth award went to a Medical Corps captain serving with a Marine unit.

The gold stars were presented to Captain John S. Thach, USN, CO of USS *Sicily* (CVE 118) and Captain Eugene R. Hering, Jr., MC, USN, attached to the First Provisional Marine Brigade.

Captain Hering assumed control of a Marine Brigade Medical Service and developed and coordinated the components into a smoothly functioning team. He frequently visited

SONGS OF THE SEA



Down She Goes

*Oh whiskey straight and whiskey strang,
Give me some whiskey and I'll sing you a song.*

*Oh whiskey makes me wear old clo'es,
Whiskey gave me a braken nose.*

*Whiskey killed my poor old dad,
Whiskey druv my mather mad.*

*If whiskey comes taa near my nose,
I tip it up and down she goes.*

—Old Sea Chantey.



"I'm not making soup. I'm just cleaning the pot."

the forward aid stations in the face of heavy enemy fire to direct the evacuation of casualties.

For a period of six months Captain Thach operated his ship and its embarked air group as a superb tactical unit in carrying out attacks against the enemy.

Legion of Merits were awarded Captain Stephen M. Archer, USN, CO of a mine-sweeping group; Captain Arnold W. McKechnie, CO, *uss Badoeng Strait* (CVE 116) and Captain John C. Alderman, USN, who succeeded Captain McKechnie as CO of *Badoeng Strait*.

Captain (then Commander) Archer directed the mine sweeping operations in the approaches and harbor of Chinnampo. Employing various type vessels he successfully completed this essential assignment within 10 days despite extremely adverse weather conditions. He opened the former enemy-held port for friendly shipping without the loss of a ship or a man.

Captains McKechnie and Alderman received the awards for performance and skill in operating their ship and the attached air group against enemy troop concentrations, communications, aircraft and supply areas.

Special Operating Group First to Get Commendation

Members of a special operations group serving in Amphibious Group One, Pacific Fleet, have been awarded the Navy Unit Commendation ribbon, the first announced since the outbreak of the Korean conflict.

This group is composed of personnel of *uss Horace A. Bass* (APD 124), Underwater Demolition Team One, and the Reconnaissance Company of the First Marine Division, for their actions against the enemy during August 1950.

The three elements of the group were cited for effective cooperation in all phases of military operations against the enemy aggressor forces. The citation accompanying the awards states that this group penetrated confined and shallow waters off the East Coast of Korea 200 miles behind enemy lines.

Here, elements of the group got into their boats and headed for the beach. Ashore, they destroyed railway tunnels and bridges, carried

Hero in Korea, Pilot Given Medal of Honor

The Navy's first winner of the Medal of Honor for action in Korea is Lieutenant (junior grade)



LTJG Hudner

Thomas J. Hudner, USN, of Fall River, Mass., who received the nation's highest decoration from President Truman at a ceremony in the White House.

As a pilot attached to *uss Leyte*, (CV 32) Hudner risked his life in an attempt to rescue a fellow airman, Ensign Jesse LeRoy Brown, USN, the Navy's first Negro aviator. Lieutenant (jg) Hudner was taking part in a close support mission in the rugged country around the Chosin Reservoir on 5 Dec 1950 when the incident occurred. Ensign Brown's plane, flying nearby, began trailing smoke and appeared to have been hit.

An eyewitness to the attempted rescue gave the following account: "No sooner had we got the word on the smoke than we spotted the plane going down. We saw Brown set the plane down in a rough field about five miles beyond our friendly lines. He must have hit something in the field because the landing gear was up and the engine flew off the plane. I could tell the

pilot was alive so I went off to call a rescue helicopter and left Hudner and another pilot to destroy the downed plane as soon as the pilot was clear. While I was gone, I received word that Hudner had gone down to help him out."

According to other reports, Lieutenant (jg) Hudner began to circle the area in an attempt to protect the injured pilot against hundreds of Chinese troops in the vicinity. Seeing Brown's plane on fire, Hudner unhesitatingly crash-landed his own plane in the enemy infested area and ran to the aid of Ensign Brown.

Unable to open the canopy of the burning aircraft Lieutenant Hudner packed the fuselage with snow to keep the flames from Ensign Brown.

A Marine helicopter, piloted by Lieutenant Charles Ware, arrived with rescue equipment and the efforts to save Brown continued despite constant danger of enemy attack. However, Ensign Brown could not be extricated from the burning plane and his death came shortly afterwards. He was the first Negro naval officer to lose his life in any United States conflict.

The citation of Hudner stated that his "exceptionally valiant action and selfless devotion to a shipmate sustain and enhance the highest traditions of the United States Naval Service."

out night beach reconnaissance missions and made hydrographic surveys of enemy-held beaches.

The group inflicted "important damage" to its targets and gained "valuable intelligence, thereby aiding substantially in future operations."

Five Flag Officers Honored For Operations Against Foe

For outstanding services in operations against the enemy in Korea, five flag officers have been awarded the Legion of Merit or Gold Stars in lieu of the medal.

Rear Admiral George R. Henderson, USN, as Commander Fleet Air, Japan, was awarded the Gold Star in lieu of a sixth Legion of Merit.

Rear Admiral Heber H. McLean, USN, as Commander Fleet Activities, Yokosuka, and Japan-Korea, received the Gold Star in lieu of a third Legion of Merit.

Rear Admiral Albert K. Morehouse, USN, as chief of staff to Commander Naval Forces, Far East, was awarded a Gold Star in lieu of the second medal.

Rear Admiral Kenmore M. McManes, USN, as Commander Destroyer Flotilla One and Administrative Commander Cruisers and Destroyers, Pacific, received the Gold Star in lieu of a second award.

Rear Admiral Arleigh A. Burke, USN, as deputy chief of staff to Commander Naval Forces, Far East, received the Gold Star in lieu of his third award.

Here's the Status of Legislation of Special Interest to Naval Personnel

Below is a summary of congressional action on bills of interest to the naval establishment.

The last legislative roundup appeared in *ALL HANDS*, June 1951, p. 56.

Servicemen's Benefits—Public Law 28 (evolving from Senate Joint Resolution 72): extends to all service personnel who have served on active duty on or after 27 June 1950 (up to a terminal date still to be set) the same entitlement to benefits of medical, hospital and domiciliary care, burial benefits, servicemen's and dependents' compensation or pensions as provided by law for persons who served during World War II.

Tax Refund Deadline—Public Law 34 (evolving from H.R. 2654): amends previous legislation so that the date for filing applications for refunds on additional estate taxes of veterans who died during World War II is extended to any time prior to 1 Jan 1952.

NSLI Dividends—Public Law 36 (evolving from H.R. 321): provides that any dividend accumulations and unpaid dividends on National Service Life Insurance shall be applied in payment of premiums due after 1 Jan 1952, unless VA receives from the insured a request in writing for payment in cash.

Midshipmen's Clothing—H.R. 2736 and S. 843: Passed by House; to authorize advances for clothing and equipment for midshipmen at the Naval Academy and cadets at the Military Academy, removing top credit limit of \$250 currently set by law.

Dual Compensation—S. 352 and H.R. 3835: introduced; to simplify and consolidate laws relating to dual employment and compensation and to increase to \$5,000 the limit of total compensation receivable from more than one office or position with the government of the United States.

Combat Pay—H.R. 1753 and S.

579 previously introduced (related bills are H.R. 9182, 9204, 261 and 568); to provide additional pay of \$50 per month for enlisted personnel and \$100 a month for officers of the armed services actively engaged in combat in Korea, retroactive to 27 June 1950.

Correction Payments—H.R. 1181 and S. 308: approved by House Armed Services Committee; to amend existing law so as to authorize payment of claims arising from the correction of military or naval personnel records.

Operation of Messes—H.R. 1201 and S. 314: passed by House; to provide that a mess operated under the direction of a Supply Corps officer can be operated on either a quantity or a monetary-ration basis.

Attachés Reimbursement—H.R. 2737 and S. 314: passed by House; to authorize the reimbursement of certain naval attachés, observers and other officers for certain expenses incurred while on authorized missions in foreign countries.

Officer Personnel Act—H.R. 2733 and S. 841: approved by Senate and House Armed Services Committee to make revisions in Titles I through IV of Officer Personnel Act of 1947, and authorizing the President in time of war or emergency to suspend certain provisions of the act which govern distribution within grades of officers, promotion by selection, involuntary retirement and discharge of naval officers. One of the effects of the bill would be to suspend forced attrition of Regular Navy junior officers.

Social Security Benefits—S. 1471: introduced; to amend the Social Security Act to provide that veterans of World War II who died within five years after separation from active service shall be considered to have been fully insured under the act.

Free Postage—H.R. 4047: introduced; to provide free postage for members of the armed forces.

Marine Corps Strength—S. 677: passed by Senate; to fix personnel strength of Marine Corps at 400,000 and provides that its commandant be a consultant to the Joint Chiefs of Staff on all its problems and have a voice on matters pertaining to the Marine Corps. Related bill H.R. 4092 introduced in the House.

Latest List of Movies Available for Use by Ships and Overseas Bases

The latest list of motion pictures in 16-mm. film, available from the Navy Motion Picture Exchange, Brooklyn, N. Y., for distribution to ships and overseas bases during May is listed below. For the convenience of personnel drawing the films, programs numbers follow the title of the movie.

ALL HANDS will carry new listings of motion pictures from time to time as obtainable from the Navy Motion Picture Exchange.

Lightning Strikes Twice (599): Mystery melodrama; Richard Todd, Ruth Roman.

Navy Bound (600): Drama; Tom Neal, Regis Toomey.

Lorna Doone (601): Drama; Barbara Hale, Richard Greene.

Air Cadet (602): Melodrama; Stephen McNally, Gail Russell.

Circle of Danger (603): Drama; Ray Milland, Patricia Roc.

Teresa (604): Drama; John Ericson, Pier Angeli.

You're in the Navy Now (605): Comedy; Gary Cooper, Jane Greer.

Flame of Stamboul (606): Spy melo-

drama; Richard Denning, Lisa Farraday.
Gambling House (607): Melodrama; Victor Mature, William Bendix.

Abbott and Costello Meet Invisible Man (608): Comedy; Bud Abbott, Lou Costello.

Operation X (609): Melodrama; Edward G. Robinson, Peggy Cummings.

Lullaby of Broadway (610): Musical; Doris Day, Gene Nelson.

Up Front (611): Comedy; David Wayne, Tom Ewell.

My True Story (612): Melodrama; Willard Parker, Helen Walker.

Soldiers Three (613): Drama; Stewart Granger, Walter Pidgeon.

Sword of Monte Cristo (614): Adventure; George Montgomery, Paula Corday.

Fury of the Congo (615): Adventure; Johnny Weismuller, Sherry Moreland.

I Can Get It for You Wholesale (616): Melodrama; Susan Hayward, Dan Dailey.

The Scarf (617): Drama; Mercedes McCambridge, John Ireland.

Rogue River (618): Melodrama; Rory Calhoun, Peter Graves.

The Company She Keeps (619): Drama; Jane Greer, Dennis O'Keefe.

Rawhide (620): Western; Tyrone Power, Susan Hayward.

Ma and Pa Kettle Back on the Farm (621): Comedy; Marjorie Main, Percy Kilbride.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, NavActs, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnavs, NavActs and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 40—Endorses work of the Navy Relief Society and urges full support in contributions to this organization.

No. 41—Concerns inter-service petroleum price changes.

No. 42—Third in a series of Alnavs providing additional instruction on \$10,000 free indemnity authorized in Servicemen's Indemnity and Insurance Acts of 1951, and outlines the form for waivers of premiums and stoppage of allotments for National Service Life Insurance.

No. 43—Establishes a new ration value of \$1.35 for midshipmen, usn, and aviation midshipmen.

No. 44—Announces convening on 2 July of line selection board to recommend captains on active duty with three years' service in grade as of 30 June 1952, for temporary promotion to rear admiral.

No. 45—Fourth in a series concerning free servicemen's indemnity and insurance, applying to members on active duty having permanent plans of NSLI or USGLI.

No. 46—Revises current regulations governing retention of temporary issues of clothing by enlisted Reserve members of drilling units who are ordered into active service.

No. 47—Contains administrative instructions on new Uniform Code of Military Justice.

BuPers Circular Letters

No. 68—Cancels BuPers Circ. Ltr. 66-50 and contains detailed information on available postgraduate courses, eligibility requirements and application procedures.

No. 69—Announces new entertainment recording program known as Armed Forces Records, similar to V-Disc program of World War II.

No. 70—Lists requirements and

procedures for personnel applying as instructors in various naval schools.

No. 71—Announces removal of Naval Examining Center from Norfolk, Va., and relocation at NTC Great Lakes, Ill.

No. 72—Specifies usn ensigns will be considered for permanent promotion to lieutenant (junior grade) upon completion of three years' service in grade, notwithstanding temporary promotions previously authorized in Alnav 33-51.

No. 73—Provides for transportation of Canadian naval personnel by U.S. Navy via government or commercial facilities.

No. 74—Announces distribution of revised *BuPers Regulations for Commissioned Officers' and Warrant Officers' Messes Ashore*, 1951 (NavPers 15782).

No. 75—Sets forth administrative instructions concerning the issuance of travel orders to enlisted personnel.

No. 76—Lists 1,800 personnel passing examinations given 13 Feb 1951 for advancement to CPO, and anticipates additional advancements in the future of candidates passing examinations who could not be advanced now due to budgetary and pay grade limitations.

No. 77—Lists requirements for applicants to Naval School, Cargo Handling, Oakland, Calif., and sets 15 August as date when applications must reach BuPers.

No. 78—Pertains to BuPers quota control for certain schools open to general line officers.

No. 79—Announces award of first Navy Unit Commendation for action in Korean theater, to special operations group of Amphibious Group One, PacFlt.

No. 80—Amends instructions relating to Form DD 93 and the preparation and forwarding of pages 7 and 8 of service records.

No. 81—Prohibits purchase of beer in cans by officers' and CPO messes, and enlisted men's clubs in continental U.S., when beer in other types of containers can be obtained.

No. 82—Pertains to regulations on military justice, and advises COs of obligations to explain at specific intervals the articles of Uniform Code of Military Justice to all enlisted personnel on active duty.

No. 83—Announces revised instructions on submission of new type

fitness reports of officers (NavPers 310).

No. 84—Concerns reenlistment and voluntary extension of enlistment of usn and usnr personnel on active duty, specifying conditions under which bonuses, allowances and other payments may be made.

No. 85—Outlines procedures for discharge, release, resignation, and retirement of Regular and Reserve officers and enlisted personnel from active duty status.

No. 86—Lists names of successful candidates applying for retention as permanent usn officers from aviation-midshipman status in 1950 and NROTC and college-graduate sources during 1948.

No. 87—Concerns use of irregular air carriers for unofficial travel for naval personnel at certain Navy installations.

No. 88—Specifies deadline dates for certain GI Bill benefits, including educational benefits, loan guaranty rights and unemployment readjustment allowances.

No. 89—Calls for applications from usnr dental officers for appointment in Dental Corps, usn.

No. 90—Supplements BuPers Circ. Ltr. 56-51 concerning release of officers from active duty, adding status and category of usnr officers serving under original NavCad contracts.

Ship Provides Water For Thirsty Fighters

When someone in the Korean area calls for fresh drinking water these days, he gets it — straight from the ocean. Three million gallons of drinking water—the full capacity of the storage tanks of Military Sea Transportation Service ship *uss Pasig* (AW 3)—are available for water-shortage emergencies anywhere along the Korean coast.

The call for precious water may come from the Army on a Korean beach or one of the Navy's many and sometimes thirsty ships. Every hour of the day *uss Pasig* gulps in five thousand gallons of the salty Pacific and turns it into pure drinking water. The ship's 16,000-ton triple unit distilling plant can deliver a spring-like flow wherever it is needed.

BOOKS: NON-FICTION VOLUMES FEATURED THIS MONTH

BUPERS has purchased a wide variety of new books for distribution to libraries ashore and afloat. Here are a few of the choicer non-fiction volumes:

- *Command At Sea*, by Rear Admiral Harley F. Cope, USN (Ret); W. W. Norton and Co., Inc. (\$3.75).

This is a new edition of the manual which long has been a friend and elder brother to the naval officer preparing himself for command at sea. The revised edition, published 14 May, is up to date in all respects.

Besides containing complete instructions for the new or prospective CO, the book offers a section for flag lieutenants and admirals' aides, and a coverage of U.S. Coast Guard history and organization. Most Navy libraries will have it. Personal copies can be purchased in well stocked book stores or directly from the New York publisher.

* * *

- *Best Sports Stories, 1951*; Edited by Irving T. Marsh and Edward Ehre; E. P. Dutton and Co., Inc.

In this book you will find 44 sports stories, written by 44 of the nation's best sports writers. In addition, there are 16 pages of 1950's best sports photographs—30 of them, mostly shots of players involved in the more active sports.

The stories cover every major sport, including baseball, football,

golf, horse racing, yacht racing, skiing, hunting and fishing. Among the writers are some of the best in the business—Grantland Rice, Bob Considine and Red Smith, to name a few. Here you will sit in on Joe Louis' defeat at the hand of Ezzard Charles; you will see Navy trounce Army 14 to 2 in the 1950 football classic. You will read a hair-raising article called "You Can't Kill a Hockey Player," and you'll find that "Ski Jumpers Are Born That Way." It's top-notch sports stuff; the very best.

* * *

- *Proud New Flags*, by F. van Wyck Mason; J. B. Lippincott Company.

This is historical fiction of the Civil War, with accent on naval action. There's space here to say only that it's a thumping good tale, involving history and romance, by the author of *Three Harbours, Stars on the Sea, River of Glory and Eagle in the Sky*.

* * *

- *Return to Paradise*, by James A. Michener; Random House.

Here, the Pulitzer Prize winning author of *Tales of the South Pacific* returns to the scenes of those wartime tales which won him world recognition. In preparation for this literary return, he spent a year among those scenes—re-seeing, re-tasting, re-evaluating. And now he has put all the new impressions,

and some old ones, into a new book which will sweep him along on the tide of fame in which *Tales of the South Pacific* placed him.

There are eight articles and eight stories in this book. Their contents are as delectable and variegated as those of a wonderful south-sea salad. Likewise, many ingredients of the book as a whole are unrelated to each other except that they were discovered in the same general part of the globe.

James A. Michener shows us here the south seas of today, in the new, unfathomed era of fragile peace. To do that he peers, soberly but good-naturedly, into a multitude of faces, and tells us what he sees. He likes most of the things he sees, and so will you.

* * *

- *The Living Tide*, by N. J. Berill; Dodd, Mead and Co.

This book deals almost exclusively with sea animal and plant life.

In down-to-earth language, the author talks about such diversified matters as the mating of squids and the lineage of sea turtles.

If you are interested in light reading on subjects ranging from abalone to Zostera, *The Living Tide* should keep you occupied for hours.

* * *

- *A Soldier's Story*, by General of the Army Omar N. Bradley; Henry Holt and Co.

After every war, books by government officials, newspaper men and military leaders appear in great quantities. One of the latest of these is *A Soldier's Story*, written by the chairman of the Joint Chiefs of Staff, General Omar N. Bradley.

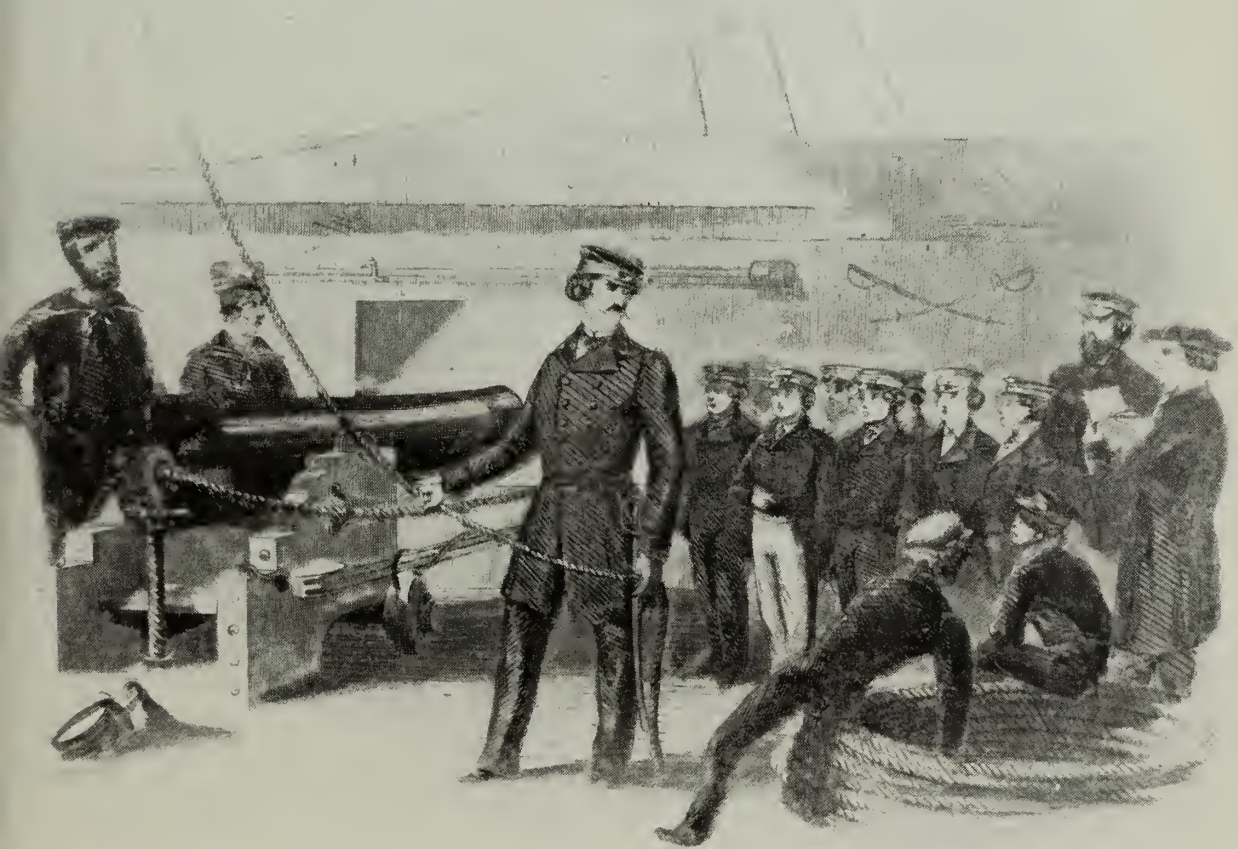
This book by the "soldier's soldier" is of great interest not only for its discussion of the operations in Africa, Sicily and Normandy—beginning in 1943 and ending with the successful conclusion of the war in Europe—but because of the enlightening vignettes of the personalities running through those war years—Eisenhower, Marshall, Patton, Allen, Hodges, Montgomery and many others. Concerning "Monty," General Bradley says "Nothing becomes a general more than success in battle."

The narrative is straightforward, told in highly readable language. General Bradley gives, via flashback, some insight into his early years.



D-DAY ARMADA moves invading allied armies to the shores of Normandy. In *A Soldier's Story*, Gen. Omar Bradley tells how his brave G.I.s hit the beach.

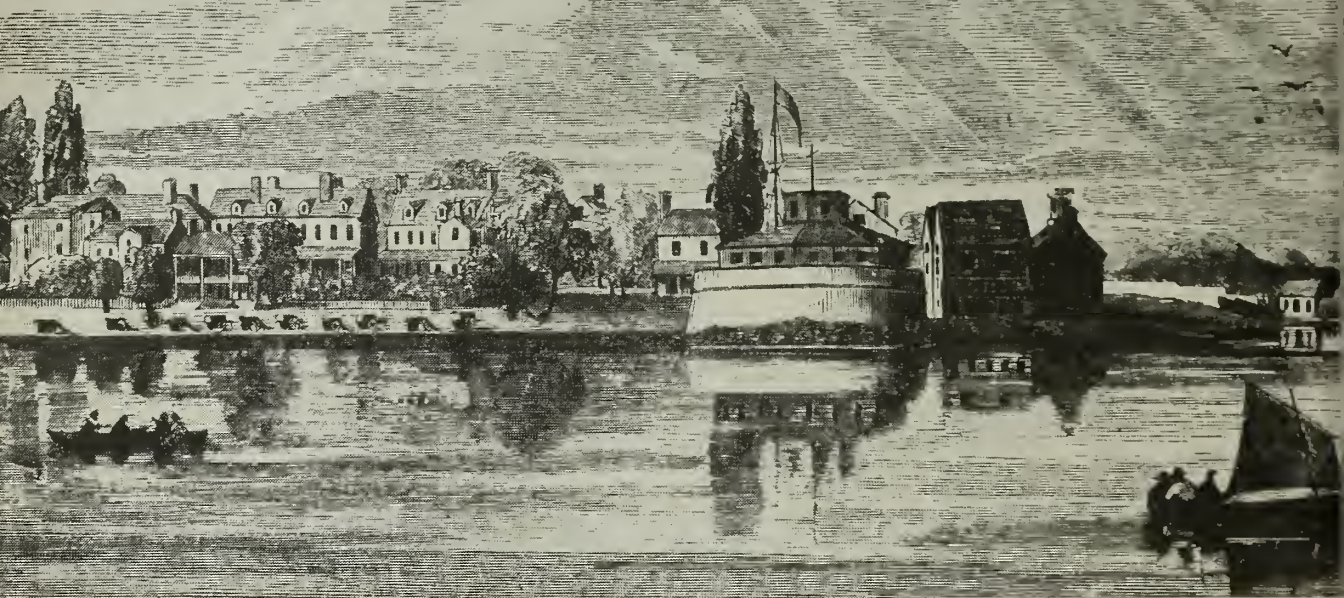
FIRST YEARS of the NAVAL ACADEMY



ANNAPOLIS: 1847-1848

Life at the Naval Academy was different in its early years, but the spirit of the midshipmen at Annapolis was much the same as it is today, as described by William Harwar Parker, in
Recollections of a Naval Officer.

First Years of the Naval Academy



EARLY ENGRAVING shows the old military fort, reminder of the days when the site was an Army post, Fort Severn.

*"I entered the U.S. Navy as a midshipman on the 19th day of October, 1841, being then 14 years of age." Thus begins the naval career of one of the early graduates of the Naval Academy, William Harwar Parker, who describes academy life in *Recollections of a Naval Officer*.*

It was not until six years after entering the Navy, however, that Midshipman Parker and his classmates actually arrived at the Naval Academy to begin their classroom instruction. It was a "naval school" then.

In the early years of training midshipmen, it was the custom to send them to sea for an apprenticeship period in which they learned the fundamentals of seamanship. Their formal education at a naval school was primarily to prepare the midshipmen for their final examination to the grade of "passed midshipmen", and the shore school preparations lasted slightly less than a year.

There was still no naval school at Annapolis at the time Parker enrolled as a naval midshipman. It was not to come into existence until 1845, and it was preceded by a school known as the Naval Asylum School, organized in 1838, near Philadelphia, Pa.

The Navy's officer-training academy at Annapolis was born between the time Midshipman Parker went aboard his first line-of-battle ship—a "74" called USS North Carolina, which exuded a "curious odor of rum, tar, bean-soup and tobacco"—and his return from the Mexican War several years later, whereupon he entered the present Naval Academy.

The pre-school seagoing indoctrination of the early

midshipmen was very thorough, interspersed with only rare periods of liberty ashore.

When Midshipman Parker reported to a new vessel and requested his captain for a couple of days off to buy bedding and clothes for the cruise, or at least to pick up a trunk from his hotel, the captain announced:

"Sir, when I get a midshipman on board my ship, I never let him go ashore until I know something of him." Parker remained on board with his "old-timer" captain for 16 months, during which time he was granted permission to go on liberty only twice. "And yet," adds the midshipman "I was his aide, and was supposed to be his favorite."

In the war with Mexico, Midshipman Parker earned a fame for his ingenuity in an early amphibious operation. Landing a 32-pounder gun on a Mexican beachhead, Parker and his shipmates were perplexed by the problem of how to remove the heavy gun from their boat—until he solved it by taking the gun out through the boat's bottom. Then followed a hazardous and hilarious overland ride behind four Army mules, which saw one of the mules kicking up when its tail was shaved off by enemy cannon-shot.

The description of early naval academy life is described here by a man who later became an instructor in seamanship at USNA. He was not to remain there very long, however. At the beginning of the Civil War, Parker resigned his commission to serve with the South. He later organized the Naval Academy of the Confederate States.

REPORTED for duty at the Naval School, Annapolis, in September, 1847. The school had been established here in 1845 by the Hon. George Bancroft, then Secretary of the Navy. Previous to that time the school was held at the Naval Asylum, Philadelphia.

The first class to graduate at Annapolis was that of the midshipmen of the date of 1840—the class graduated in July, 1846.

At the time I joined the school it presented a far different appearance from what it does at the present time. The place had been known as Fort Severn and was transferred to the Navy by the War Department, March 15, 1845. The fort was built in 1808 and mounted a few 24 pounders *en barbette*, at which we were drilled.

Near the water's edge six 32 pounder guns were mounted on a platform built to represent a section of a ship's deck and we were also exercised at these guns. The walls enclosed but nine acres in all and the professors and midshipmen used the buildings left by the Army. There was not a new building on the grounds.

The large barrack-rooms were used as recitation rooms and quarters. Two small gun-houses were turned into quarters also. We called them "Brandywine Cottage," and the "Abbey;" the long barracks were called "Apollo Row" and "Rowdy Hall."

The curriculum embraced gunnery, infantry tactics, steam, mathematics, navigation and nautical astronomy, natural philosophy, chemistry, English grammar and French—seamanship the midshipmen were supposed to be prepared in and there were no vessels attached to the school.

The instruction in mathematics, nautical astronomy and navigation was very good, and that in natural philosophy, French, gunnery and steam was fair. The chemistry, English grammar and infantry tactics we paid but little attention to; the two last were taught only on Saturday and we made quite a farce of the recitations.

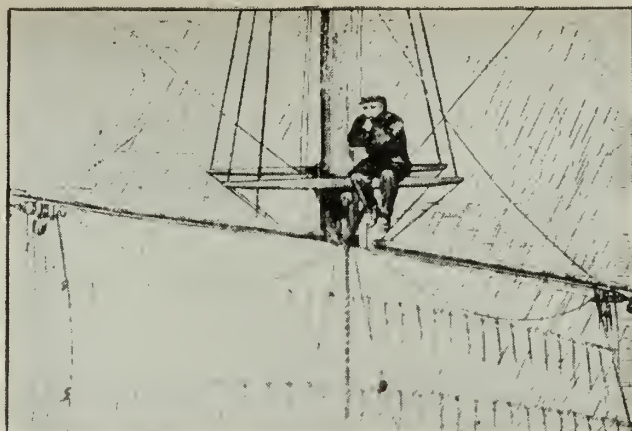
In the spring of 1848 Mr. Copeland, a distinguished engineer of New York, gave us some interesting lectures on steam; and about the same time Lieutenant Dahlgren (afterwards a rear admiral) drilled us a few times at the guns, and gave us some practical instruction in filling shells, driving fuses, etc. There were about one hundred men in the class, and as we had all been to sea for six years I fear we gave our good superintendent much trouble.

As a rule we studied hard—the class was so large that many were struggling for the first honor—for to be the "number one" of the 41's was almost equal to a patent of nobility in our estimation.

As might be expected of so large a number of young men assembled together we gave the citizens of the quiet old town something to talk of; the nocturnal revels of the "Owls" and the "Crickets;" the "Corn Hill Riot," etc., but take it all in all there was not much disturbance created.

Two duels were fought during the session. The first one was fought inside the walls of the school; the parties left the suppertable in advance of their classmates, and going behind the ten-pin alley in a few minutes one of the principals had a ball in his hip, and the "affair" was over.

When he was carried to his room Doctor Lockwood was sent for and it was intended to pass it off as the



MASTHEAD punishment was meted out to erring middie.

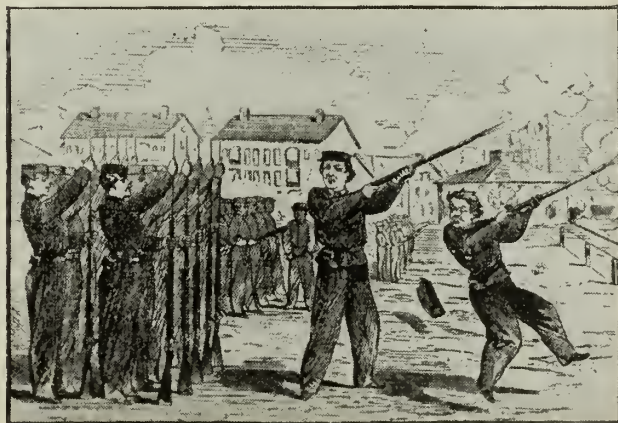
result of an accident. The doctor silently probed the wound, and then suddenly said: "What distance?" "Ten paces" replied two or three Middies without pausing to think.

A short time after this another duel was fought at Bladensburg and one of the party was wounded in the hip as before. The Secretary of the Navy was very indignant at these affairs; the impudence of the parties in the first case in selecting the grounds of the school for fighting was what he said he "could not get over," and the parties engaged—seconds as well as principals—were dismissed from the service by President Polk. About three years after they were re-instated by President Taylor. Only two of the principals chose to return to the Navy; they were the ones who had been wounded, and are at present commodores in the Navy.

If these duels had both been fought at Bladensburg I think the Department would have overlooked them. I know Captain Upshur (the superintendent), would have "winked" at them; for though no duelist he did as a passed midshipman, resign to fight his first lieutenant; but the commodore would not accept his resignation. Bladensburg has been a duelling ground since the "Bladensburg races," as the battle fought in 1814 is facetiously called.

But to return to the naval school. To Professor William Chauvenet is due more credit for its establishment than to any other man. Appointed a professor in the navy in 1841 he went to sea in the *Mississippi*, and here

RIFLE firing was meant to test the eyes—and the ears.



First Years of the Naval Academy

very soon discovered the defects in the method of instructing the midshipmen as pursued at that day. He was soon after sent to the Naval Asylum in Philadelphia to take charge of the school there, and from that time he applied himself to the task of establishing a school more fitted to the wants of the Navy. He saw from the beginning that such an institution must be a growth and not a creation. He remained in the Navy until 1859 when he resigned.

Up to the time of his resignation he was the life of the naval school. As an instructor he stood second to none. He left the Navy because his salary was too small for him to support and educate his family. A miserable economy on the part of the government permitted him to leave without an effort to retain him. Professor Chauvenet died in 1870; but he lived long enough to see the naval school attain the growth he always predicted for it, and to achieve which he gave 18 years of his life.

It was our custom to meet on Saturday nights and hold "reformed banquets." Coming from different stations we were in the habit on these occasions of "swapping yarns;" and although I never wrote them in my journal, many remain in my memory, and some few I will relate.

Old Commodore Chauncey commanded the New York Navy Yard at the time when there was "no law for post captains." One Sunday in the chapel of the yard the chaplain read a notice which he said was by order of the bishop of the diocese: "By whose order did you say?" inquired the commodore, standing up: "By order of the bishop of the diocese," mildly replied the chaplain. "Well, the notice will not be obeyed," said old Chauncey: "I'll let you know that I am the bishop of this diocese."

One of our classmates was very precise and it was told of him that being directed by the lieutenant of the watch to report to the captain that "there was a sail in sight," he did so in these terms: "Captain, the officer of the deck desires me to inform you that there is visible on the extreme verge of the sensible horizon a small speck, which he conceives to be a sail."

One of our fellows told a yarn concerning the "practice" of a merchant captain who treated his crew by the Thompsonian method, in which all the medicines were marked from number one to ten. On one occasion a

man complained of being unwell and the captain judged he required the medicine marked number six; but on looking in the medicine chest he found that he was out of number six, so he gave the man two threes.

Many of our stories were of the captains we had sailed with, and old Captain Percival, or mad Jack, as the sailors called him, came in for his share.

Captain Jack was eccentric, but he always took a fatherly interest in his midshipmen. He wrote once to the father of one of them that his son had entered a profession "where he would either go down to his grave wept, honored and sung, or unwept, unhonored and unsung." A few days after, he got angry with the young man and at once sat down and wrote to his father: "Dear Sir—Your son is going down to his grave unwept, unhonored and unsung."

Captain Jack being upon a board for the examination of midshipmen announced the passing i.e., making satisfactory grades of one of them to his father (who was a commodore in the Navy) in the following delicate way:

"Dear X—Your son has passed. Do you recollect our taking the *Columbus* out of dock: She just grazed.—Yours truly, Percival."

In July 1848, I passed my examination and became a passed midshipman, eligible to promotion to all grades above it and entitled to wear a star on my collar to back the anchor already worn there. I could bring in a great many elegant quotations here in relation to stars, but I'll "pass."

Upon passing my examination I received orders to the Boston Navy Yard and upon getting as far as New York on my way there found myself short of funds. There was nothing remarkable in this, because I generally got home in that condition.

Upon going to Brooklyn and applying to a friend for a loan, he informed me that he was going to Boston that afternoon and would meet me on the boat, pay all my expenses, etc. I gave myself no further trouble and at 5 o'clock went down to the *Bay State*, of the Fall River line. As the boat shoved off I happened to look up and words cannot express my dismay when I saw my friend standing on the wharf, carpet bag in hand, left!

Though I had no personal acquaintance with the captain, I resolved to make myself known to him and explain my peculiar (or pecuniary) condition.

One of the waiters pointed out the captain. He was a stout man, with a white beaver on the side of his head, and as he stood talking with a number of gentlemen to



save my life I could not introduce myself and break the subject to him; so I walked aft.

While I was deliberating whether to make another attempt to see Captain Brown, or jump overboard, I was accosted by a young man who seemed to know me well; he said he had been on board the *Ohio* with me in 1842. This former shipmate informed me that he had just returned from a cruise in the *Albany*, where he had served as captain's clerk, and had just been paid off. As soon as he got through his story, I told mine. I will never forget the joy with which he pulled out a handful of bank-notes and thrust them upon me. He wanted me to take a hundred dollars, but I only took twenty which I put in my pocket and became "a man again."

I saw this gentleman the following day in Boston at the old United States hotel and returned the loan. I have never been able to recall his name, nor have I any recollection of his being with me on board the *Ohio*. I have never met him since.

I remained attached to the Navy Yard in Boston about two months and cannot say I rendered any material service to the Government in that time. In fact there "seemed to be no scope for a young man of my transcendent ability. I was a passed midshipman, and consequently a "gnostic;" moreover, I was a 41 and we 41's did not hold ourselves cheap, I assure you.

It rather surprised me to see everything going on all right without my assistance, but so it was. I was zealous enough, but for the life of me I never could find anything to do.

One day the executive officer, Lieutenant Timothy Hunt, tired I suppose of seeing me "standing about", told me to see what Lieutenant Handy was doing, and to help him. I called upon Lieutenant H. and asked him what he was doing; he replied:

"Nothing."

"Well," said I, "I've come to help you." This was all the duty I remember to have done at the yard.

The evolution to the Naval Academy's four-year course for midshipmen came about in a series of changes.

Generally speaking, following the establishment of the new school on the Severn in the mid-forties (it was still called a "naval school" until 1850, when the name was changed to United States Naval Academy) the rule was that a midshipman must stay at the school for a year. Then he was to serve a probationary term of six months at sea, at which time he would receive his warrant. The next step was to complete the full term of sea service, in all three years, following which he was to return to Annapolis for a second year. This procedure, however, was not rigidly followed.

Another series of changes was authorized in 1850, with the new student entering as an "acting midshipman" for a period of two years' instruction at the academy. Then he was ordered to sea for six months, at which time, provided he was recommended by his ship's captain, he received his midshipman's warrant. Following three years at sea, the midshipman would then return to the academy for a final two-year period of instruction.

The consecutive four-year course of instruction at the Academy was finally approved in late 1851, after the innovation of annual training cruises in the academy's own practice ship.

Loyalty to the Navy Comes First

The days immediately preceding the Civil War were difficult ones for many midshipmen at the Naval Academy. Ex-Midshipman Parker, who came from the State of Virginia, and who was then a lieutenant, describes the problems confronting many men in another section of his book Recollections of a Naval Officer.

In the summer of 1860 I was ordered to the Naval Academy for the second time, and reported for duty as an instructor of seamanship and naval tactics.

Instructors in the strictly professional branches at the Academy at the present time, with text-books, models and apparatus at their command, can scarcely understand how extremely arduous we found our duties in 1860.

There were no books on seamanship or naval tactics exactly adapted to the wants of the midshipmen, so that the instructor had to do a good deal of compiling and translating. I wrote the *Seamanship* used by the senior class, and translated Chopart's *Naval Tactics* for them also; and as the class had to copy the manuscript it gave them much additional labor.

The secession of South Carolina in December, quickly followed by that of Mississippi, Alabama, Florida, Georgia, Louisiana and Texas, convinced all reflecting minds that a civil war was impending.

It may well be imagined that the constant state of excitement in which we were kept was not conducive to hard study; yet so good was the discipline that every thing went on as usual, and the midshipmen were kept closely to their duties.

As the states seceded, the students appointed from them generally resigned with the consent of their parents; but their departures were very quietly taken, and the friendships they had contracted at the school remained unimpaired.

Affairs remained in this state until the bombardment of Fort Sumter, April 11-13; but after that, as war was now certain, the scholastic duties were discontinued and the place assumed more the appearance of a garrison.

I resigned my commission on the 19th of April, 1861, upon hearing of the secession of Virginia.

Troops were sent to Annapolis on their way to Washington, which was supposed to be threatened by the Confederates.

While waiting to hear of the acceptance of my resignation I remained on duty, and was one night placed in a most unpleasant position. An alarm was given that the secessionists were coming up the river to attack us.

The long roll was beaten, and all hands were sent to their stations.

I was in charge of the howitzer battery, and like many of the midshipmen manning it who had resigned and were waiting to hear from Washington, had either to refuse to do duty or fire on our friends.

The alarm was a false one; I do not hesitate to say, however, that had we been attacked I should have stood by my guns and performed my duty by the school.

I was still an officer of the Navy.

TAFFRAIL TALK

ONE OF THE MOST unusual gifts we have heard of is an item presented by a U.S. Navy captain to an Italian sailor. It was a new left leg.

The American naval officer is Captain Parko H. Brady, usn, and the Italian is Aquilino Montagnaro, port pilot of Pozzuoli, near Naples. He had lost his leg while serving in an Italian minesweeper during World War II, and later served as an interpreter for the Allies. Despite his disability, he became a port pilot in 1944.

Here his ability and courage came to the attention of Captain Brady about a year ago, and the captain promised the Italian port pilot a new limb. The gift presented a problem in logistics. First a plaster cast, the exact replica of his left leg, had to be made and forwarded to the United States. This was finally obtained and transported safely to America. A six-pound leg of willow wood with movable joints was then made, and Brady found an Italian admiral going home after a mission, who offered to take the leg along.

* * *

USS *Endicott* (DMS 35) has come up with a bright little yearbook, prepared and mimeographed during spare moments when the ship wasn't sweeping mines, or destroying batteries ashore, or acting as a combination escort-rescue hospital ship.

The yearbook commemorates the eighth anniversary of *Endicott's* commissioning and came to ALL HANDS as an example of "the high state of morale" on this and other Navy ships operating off Korea.

Among other operations, *Endicott* escorted an ROK LST on a lonely landing attack to Chang Sa Dong with the purpose of diverting the enemy's attention from Inchon and Seoul. Later, when *uss Pirate* was hit by a mine, *Endicott* lowered her boats and, in the face of intensified enemy shore bombardment and strafing, rescued 122 officers and men.

The only real crisis in *Endicott* appears to have occurred in Operation Waterplug, established to combat the shipboard water shortage. When it became acute, the yearbook says, "a water watch was placed in the head, and anyone caught not obeying the rules of the faucet relieved the watch. Many a poor man carried the board for nothing more than turning on the water without first closing the plug!"

* * *

The "Defenders of Freedom" appearing on the back cover of the May 1951 ALL HANDS, which commemorated Armed Forces Day, have drawn a lot of favorable comment from readers. The shipshape outfit which is seen undergoing inspection in the picture is Sub-Group One, of the Pacific Reserve Fleet's San Diego Group.

Publication of the photograph occasioned a letter from the outfit's skipper who informed us, "This command is not only justly proud of its appearance, but also of the work accomplished in returning some 30 ships of all types to active service since July 1950."

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 21 May 1951, this mogazine is published manthly by the Bureau of Navol Personnel for the information ond interest of the noval service os o whale. Opinians expressed are not necessarily those af the Novy Department. Reference ta regulations, orders and directives is for information only and does not by publicotion herein constitute outhority for oction. All original mote-rial may be reprinted os desired if praper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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The Bureau should be kept informed of changes in the numbers of copies required; requests re-ceived by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this maga-zine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: F9F Panther jet air-craft from the decks of the carrier USS *Princeton* (CV 37) wing homeward after another air strike at the Communist forces in Korea. In the background is the carrier USS *Philippine Sea* (CV 47).



**KNOW
WHAT TO DO**



IN AN EMERGENCY . . .

TEAMWORK AND SKILL

LEARNED DURING

SHIPBOARD DRILLS

SAVE LIVES AND PROPERTY

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

NAVPERS-O

AUGUST 1951



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AUGUST 1951

Navpers-O

NUMBER 414

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• FRONT COVER: One hundred guys and a gal—Miss America, Yolande Betze, is show on the flight deck of USS Monterey (CVL 26) with sailors, sailors and more sailors.

• AT LEFT: The Sixth Fleet band rehearses on the fantail of USS Salem (CA 139), flagship of Commander Sixth Fleet, in the Mediterranean.

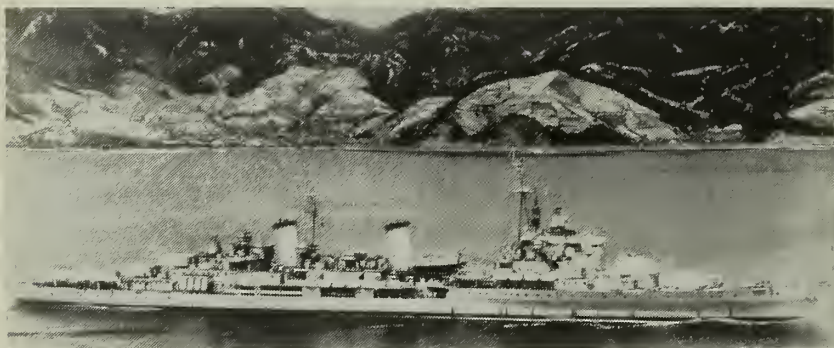
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DIFFERENT FACES, same mission. (L to R) Men of Korea, Netherlands, Colombia, New Zealand, Canada, Britain.

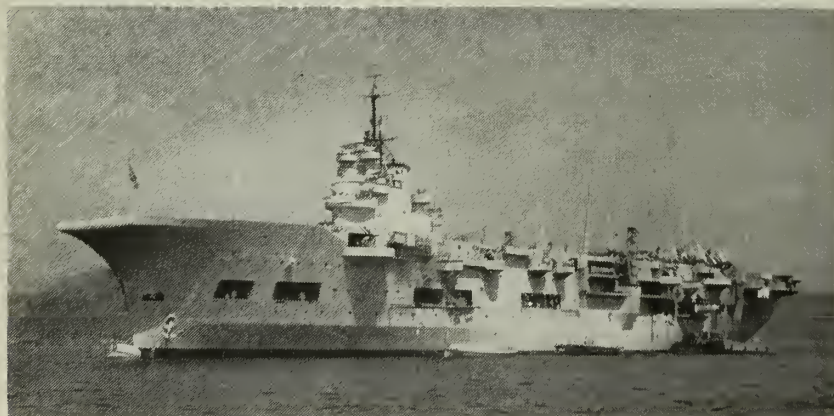
United Nations Navy Is Successful Team



BRITISH CRUISER, HMS *Belfast*, returned to Far East after 're-fit' in England.



DUTCH DESTROYER, HMNS *Van Galen*, is a scrappy 1760-ton tin can.



BRITISH REPAIR SHIP, HMS *Unicorn*, patches damaged *Seafuries* & *Fireflies*.

THE FIRST United Nations Navy in world history was born in the last days of June 1950, shortly after the aggressor armies of North Korea rolled across the 38th parallel.

In this history-making naval organization, the first ships to enter the struggle consisted of a small task force of four American destroyers led by the cruiser USS *Juneau* (CLAA 119).

Near the Korean coast at the time of the invasion, this tiny task group, which fired the first naval guns at an enemy of the United Nations, made up the whole of the international naval force which has since grown into a vast fleet consisting of well over a hundred ships of all types.

Battleships, aircraft carriers, cruisers, destroyers, frigates, corvettes, minesweepers, submarines, landing ships and patrol craft—these constitute the U. N. Navy. In addition there are transports, tugboats, oilers, reefers and hospital ships.

Eleven nations are represented in the navies which have sent ships to join the United Nations forces. In alphabetical order, they include: Australia, Canada, Colombia, Denmark, France, Great Britain, Netherlands, New Zealand, Republic of Korea, Thailand and the United States.

Problems of language, different communications systems, naval maneuvering procedures, supplies and logistics all have had to be solved, taxing ingenuity to the limits.

Actually, a minimum amount of difficulty has been experienced in operating smoothly and efficiently, despite the multitude of jobs assigned to the international fleet.

They work together as a team.

For example, on the 123rd consec-

utive day of the naval shore bombardment of Wonsan harbor, Communist batteries on Kalmagak opened up against the United Nations vessels. After 90 minutes the U.N. fleet silenced all the enemy batteries. Participating against the North Koreans and Chinese Communists on that particular day were HMCS *Sioux*, a Canadian destroyer, the American destroyers USS *Brinkley Bass* (DD 887) and USS *Frank E. Evans* (DD 754), and Thailand's HMTS *Bangpakong*.

Here are some typical samples of the international naval forces in action, picked up from daily action reports during the interval between the United Kingdom's Coronation Day and our 4th of July.

On Coronation Day, *Seafuries* and *Fireflies* were seen roaring off the flight deck of the light carrier HMS *Glory* in the Yellow Sea, making sorties against enemy coastal shipping.

Surface units of His Majesty's Navy sliced through the brackish waters off Korea's west coast, on blockade patrols of the enemy's sea lanes to Asia. Paced by the fast cruiser HMS *Ceylon*, other vessels joined the Commonwealth operations, including the British destroyer *Concord* and the Canadian destroyer *Nootka*.

The Colombian frigate *Almirante Padillo*, one of the most active units of the U.N. blockading and escort force since joining it in early May, steamed with the other vessels in the blockade of the Yellow Sea, to effect a closer control of the mobile ocean fence which had been constructed by the watchful chain of vessels.

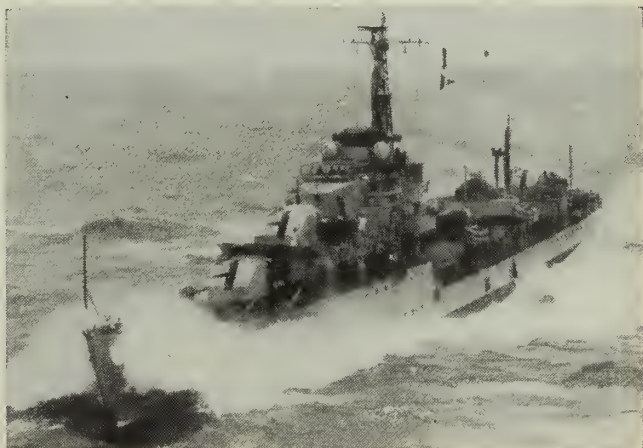
The Netherlands destroyer *Van*



GUYS AND GALS—British sailors sampled Hawaiian hospitality when HMS *Whitesand Bay* stopped at Pearl on her way from Bermuda to Hong Kong.



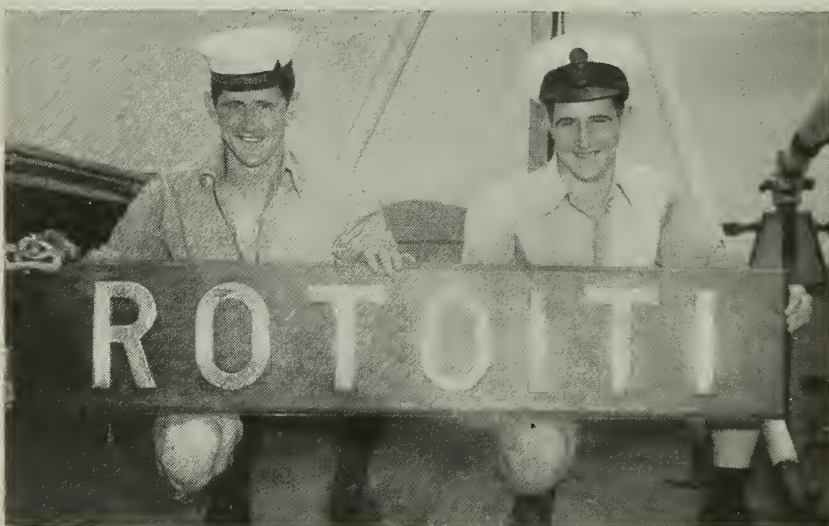
CANADIAN PILOT (left) and his observer compare notes on deck of a carrier before a fight. Air strikes have crippled the enemy's supply lines.



DENMARK'S HOSPITAL SHIP *Jutlandia* (left) aids wounded. HMS *Cossack* (right) plays her part in blockading force.



KOREAN CRAFT, YMS 515, and Australia's HMAS Warramunga, Canada's HMCS Nootka and Britain's HMS Cockade.



ANZAC BROTHERS Vic and Ed Anderson are serving on board the New Zealand frigate HMNZS Rotoiti. The ship is a veteran of 10 months in Korea.



DECKHANDS RUSH to re-rig a catapult as Seafury plane swishes off flight deck of HMS Glory, British light carrier operating with the striking forces.

Galen was also on the Korean scene, with her six 4.7-inch guns and an equal number anti-aircraft guns raring for action.

Along with the New Zealand frigates HMNZS *Hawea* and *Rotoiti*, another pair of frigates from Australia, HMAS *Moremacamoe* and *Murchison*, represented the United Nations from "down under".

The hospital ship *Jutlandia*, flying the United Nations and Red Cross flags, as well as that of Denmark, has been in the Korean theater for a year, as that country's contribution to the forces fighting against aggression. Formerly an 8,500 ton passenger-cargo liner, *Jutlandia* was converted by the Danish government at the expense of \$1,000,000, and reequipped to accommodate 200 beds, three operating theaters, a dental clinic and other installations.

The ROK naval forces, with their small but active ships, have been among the busiest on the Korean scene, laying mines, sweeping minefields, checking fishing craft to keep Communist sampans from infiltrating friendly fishing fleets, maintaining tight blockade patrols, and landing ROK forces on outlying islands and the mainland.

The South Korean Navy has also shown its power against the enemy's air arm, with an ROK frigate being credited with shooting down one and damaging two Communist fighter aircraft.

Most of the ships of these 11 United Nations operate with Task Force 95, known as the U.N. Blockading and Escort Force. While warships of the United States—too numerous to mention here—make up the bulk of the U.N. fleet, it can be seen by the ships of different flags

which have already been mentioned that the naval effort in the Korean struggle has been international in fact as well as in purpose.

Also in the fleet organization of the forces in the Korean theater is the fast carrier Task Force 77, which has remained a U.S. naval force, with *Essex*-class carriers forming its nucleus in *uss Princeton* (CV 37), *uss Bon Homme Richard* (CV 31) and *uss Boxer* (CV 21). Several divisions of destroyers augment this carrier force and support the hard-hitting flat tops.

Balancing the fighting force is the supporting arm, to keep the ships in the line, the planes in the air, and the ammunition readily available. Another segment of the Seventh Fleet is the supply and replenishment force.

Since *uss Juneau* made the first contact with the enemy of any U.N. naval vessel—by shelling Communist troops and vehicles below the 38th parallel on 29 June 1950—the international Navy has fired, in approximately one year, a total of 262,000 rounds of projectiles.

That is the record achieved as of 15 June 1951, with three-inch to 16-inch projectiles fired from a war fleet consisting of two battleships, five heavy cruisers, seven light cruisers, 70 destroyers, 15 frigates and 11 other ships.

In amphibious operations, this same naval organization landed 151,600 personnel, 29,000 vehicles and 141,000 tons of cargo, nearly one ton for each person landed. In amphibious evacuations, during the same 12-month period, the U.N. Navy accounted for the safe removal of 282,500 civilian and military personnel, 18,600 vehicles and 410,000 tons of cargo.

This achievement is apart from the work of the Military Sea Transportation Service, which in the first year of military operations in Korea sea-lifted more than 14,490,000 measurement tons of cargo, 1,200,000 passengers, and 50,000,000 barrels of petroleum products to and within the Western Pacific area.

In the words of one of the U.N. team members, the efforts of the United Nations naval forces in the Korean area can be summed up. Said Commander Sundra Si, MA, Royal Thai Navy, skipper of the corvette *HMTS Bangpakong*:

"The U.N. Navy works hard—it's firing all the time."



ATTENTIVE TARS—British sailors watch the technique of a U. S. Navyman with the flashing light. Communications are being standardized in U.N. navy.



THREE-INCH GUN is hoisted aboard ROK patrol craft *Bak Dusan* at Pearl Harbor as officers watch. The ship has since been active in the blockade.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **OC PATCH**—A new shoulder patch for enlisted personnel with the special transitory rating of "officer candidate" has been approved by the Secretary of the Navy.

The shoulder sleeve insignia consists of block letters "OC" on a two-inch square background. For the blue uniform the letters are white on blue, and for white and khaki uniforms the block letters are blue on white and blue on khaki cloth backgrounds respectively. Each letter is one inch high and three-quarters of an inch wide. New uniforms regulations require the shoulder patch to be placed one-half inch below the left shoulder seam. The officer candidates will continue to wear their regular rating badges in the case of petty officers, or their group-rate marks in the case of non-petty officers.

Active duty enlisted personnel accepted for the officer candidate program will wear the uniform prescribed for their rate, and will be required to maintain the minimum clothing outfit according to current *Navy Uniform Regulations, 1947*.

Members of the Naval Reserve on inactive duty selected for this program who have not received a cash clothing allowance will receive an issue in kind of government-owned

Next-of-Kin Must Watch Out for POW Racketeers

Next-of-kin of armed forces personnel listed as missing in action in Korea are advised that certain unscrupulous individuals are trying to capitalize on the grief and anxiety of the families of missing personnel.

Usually they attempt to sell information concerning alleged prisoners of war. Often they offer to get in touch with the prisoner or get him freed from the prison camp—for a price, of course.

If you receive a letter or other communication from anyone not well known to you who claims to have knowledge of a missing relative, notify the nearest office of the Federal Bureau of Investigation, before doing anything else.

clothing. Title to all clothing issued in kind to personnel enlisted or transferred to the rating of OC remains in the government. Such personnel, when separated from the program for any reason, shall return all items except underwear and socks. Government owned clothing is stencilled "U.S.N." and may carry an identifying number or letter-numeral combination. (For further details, see *ALL HANDS*, June 1951, p. 48.)

• **PRISONERS OF WAR** — Every effort is being made by the Department of Defense to establish contact between members of the armed forces, held prisoner by North Korean or Chinese Communist forces, and their families.

Although the United States is faithfully reporting its prisoners to the International Committee of the Red Cross, the North Korean and Chinese Communists have failed to furnish details concerning prisoners held by them.

Three sources of information, however, indicate that some armed forces personnel, officially listed as missing in action, are being held prisoner by the enemy:

- Peking, China, radio, monitored around-the-clock by the U. S. Government.

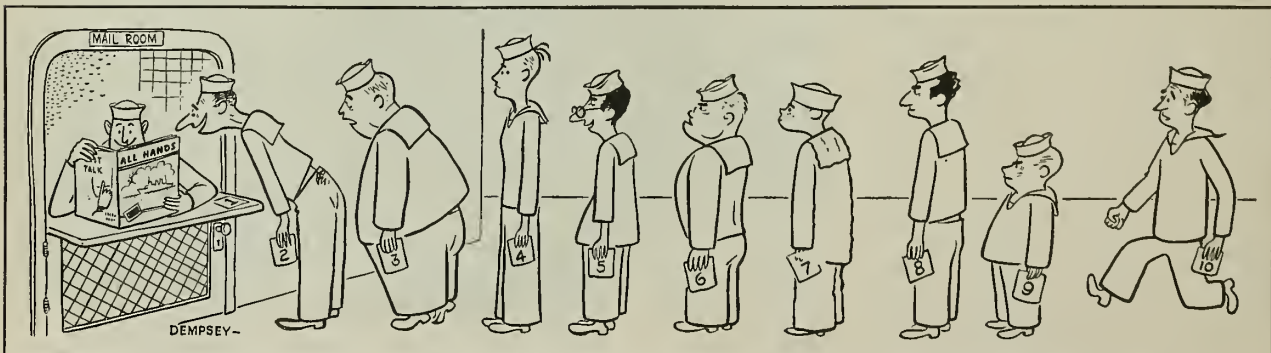
- The Communist press in the U. S., which publishes lists of names of American prisoners, allegedly held by the enemy.

- Letters from prisoners to their families.

Families of those identified by any of these sources are notified by the Defense Department and advised that they may write to their relatives, addressing their letters as follows: full name, rank and serial number, c/o Chinese People's Committee for World Peace, Peking, China.

Such mail requires no postage but the words "Prisoner of War Mail" should be written in the upper right-hand corner of the envelope. A return address should be included in the upper left hand corner. No guarantee can be made, of course, that these letters will reach the prisoners.

Letters should be brief and only one per month should be sent. No facilities for handling of parcels are available at the present time.



PASS THIS COPY ALONG—Every copy of *All Hands* is like mail from home for 10 eager members of the U.S. Navy.

• **NAVY EXPANSION**—Continuation or termination of combat operations in Korea will not affect the current Navy program for expansion, according to Navop 17.

The expansion program—agreed upon before the beginning of the Korean conflict—is considered essential to our national security and will continue.

• **EDUCATION**—Civilian education has a three-fold value for the Navy enlisted man. It may help him advance in rating; it may help him change from one rating to another. It may also qualify him for an officer's commission.

Possessing credits for courses completed at colleges, universities, technical and high schools, or completion of correspondence and extension courses, will not *per se* guarantee advancement or change in rating. Such accomplishments do count considerably however, and are often helpful in preparing personnel for examinations required for advancement in rating.

In the final analysis, of course, advancement in rating to pay grades E-4 and above is dependent upon the fulfillment of marks and service requirements and the relative standing of the individual in service-wide competition.

When requests for changes in rating are received at BuPers in accordance with existing instructions—currently Enclosure (F) to BuPers Circ. Ltr. 12-50 (NDB, January-June 1950)—they are carefully screened and acted upon based on the merits of each individual case and consistent with the needs of the service.

All education as well as training, experience and other background factors are considered in evaluating such requests. Therefore, if a change in rating appears beneficial for the Navy, to you and your commanding officer, your request should contain information on your education as well as the other required factors.

If you have a degree from an accredited college or university, you may also qualify for an officer's commission, providing you meet the other requisites. It may pay you to investigate these possibilities as outlined in BuPers Circ. Ltr. 172-50 (NDB, July-December 1950) and BuPers Circ. Ltr. 179-50 (NDB, July-December 1950).

Bluejacket Wins Interservice Photo Contest

A Navy photographer's entry was selected from among 360 photographs as the best of the show in the Third Interservice Photography Contest judging. It was the first time a Navy contestant had taken top prize in the annual competition. The 1949 and 1950 winners were Marine Corps entrants.

Entitled "Rest Period," the winning photo was taken by Jerry Rickerson, Jr., PH3, USN, attached to the 14th Naval District Photography Laboratory. It was snapped while Rickerson was taking pictures of activities at the Pearl Harbor Naval Shipyard. Prior to being chosen for the grand prize, "Rest Period" had been awarded first place in the Service Life category of Class One (Salon Photographs).

Rickerson entered the all-service contest this year for the first time. He was presented a silver bowl and a Secretary of Defense certificate of accomplishment for his winning entry.

Navy and Marine Corps winners who received silver bowls and certificates, are listed below.

Class One—Salon Photographs:

• Category (a)—Service Life, on Duty and at Leisure.

First (also best of show): "Rest Period" by Jerry Rickerson, Jr., PH3, USN, Pearl Harbor.

• Category (b)—Landscape and Architecture.

Fifth: "Night Vigil" by Robert B. Ryan, AF3, USN, Naval Air Station, Glenville, Ill.

• Category (c)—Peoples and Customs.

Fourth: "Sea Suds" by LT James R. Black, Jr., USNR, Naval Air Reserve Training Unit, Jacksonville, Fla.

Fifth: "Rah!" by Major Marion B. Bowers, USMC, Office of Public Information, Marine Corps Headquarters, Washington.

• Category (d)—General Pictorial.

Third: "Gulls" by LT Louis L. Sherry, USN, Staff, ComServLant.

Fifth: "Hitting High C" by LTJG John J. Cecchini, USN, Naval Shipyard, Portsmouth, N. H.

Class Two—Color Transparencies:

First: "Proud" by Sgt D. J. Whitney, USMC, Headquarters, First Artillery Anti-Aircraft Air Warning, First Marine Division, Korea.

Second: "Cherry Blossoms" by LCDR Arthur L. Schoeni, USN, Office of Chief of Naval Operations, Washington.

Fourth: "Polynesian Sunset" by George F. Raddue, AA, USN, Fleet All Weather Training, Pacific.

Fifth: "The Answer" by Stephen J. Sabol, IC3, USN, USS *Charles S. Sperry* (DD 697).

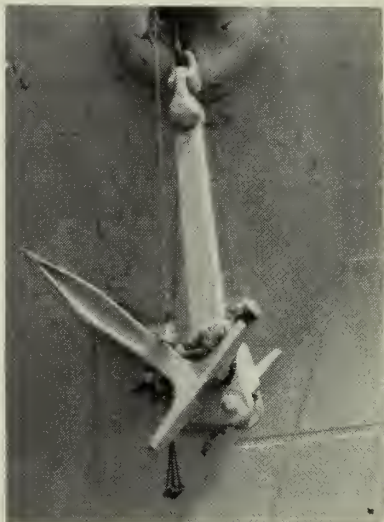
Class Three—Snapshots.

Second: "Roundhouse Right" by John D. Hill, Jr., AF, USN, Naval Air Station, Minneapolis, Minn.

Fifth: "Watch Me Now" by Major Marion B. Bowers, USMC, Office of Public Information, Marine Corps Headquarters, Washington.

The Perpetual Interservice Photography Contest Trophy, awarded to the service earning the highest number of points in all classes, was won by the Army. Points were awarded as follows: for 1st place, 5 points; 2nd, 4; 3rd, 3; 4th, 2; and 5th, 1.

The winning photographs were exhibited at the Pentagon in Washington, D.C., 16-27 July, and are on display at the Smithsonian Institution in Washington during 2-27 August.



WINNING photo in contest, taken by Jerry Rickerson, Jr., PH3, USN, also won in Service category.

Radio Hams Serve Throughout the World

A SLIM, BROWN-HAIRED chap glanced at his watch and sat down at his radio receiver and operating key. He flipped a switch on the receiver.

Almost immediately signals began to come through: F-L-O-O-D
W-A-T-E-R-S R-I-S-I-N-G
T-R-O-U-B-L-E A-H-E-A-D

In a few minutes he had the whole story. Seventy miles away, near Granville, rainstorms had caused the banks of the Okawan river to overflow. Ninety-mile winds had blown down telephone lines. Panic-stricken people were fleeing their homes. The townspeople were unable to establish contact with neighboring towns.

As soon as he got the significance of the message, Bill MacDonald, a Naval Reservist, flipped a switch on his transmitter. In another few minutes he was sending out a message to Clayton, a middle-sized city 50 miles away. Bill knew that Mitch Jackson, another Reservist, would be in his "ham shack" in the Red Cross building. And Mitch was Bill's best bet to get help for stricken Granville.

Soon rescue squads were on their way. Trained crews were dispatched to Granville to get the people out of endangered buildings, to carry those in flooded homes to safety. Red Cross vehicles headed for Granville, carrying food, clothing and medical supplies for those driven from their homes.

Why did Bill "happen" to sit down at his radio equipment at that particular time? How did he know that



CALL FOR HELP in an emergency can be sent quickly by a Reservist trained at one of the Navy's 'ham' stations.

he could establish contact with Mitch Jackson at that moment?

Bill and Mitch are both fictitious members of the Naval Reserve and are actively engaged in amateur radio activities. Both have "ham" licenses issued them by the Federal Communications Commission — the government agency that supervises amateur radio activities as well as commercial radio and television. Both are affiliated with the Naval Reserve Electronics Program.

Of course, Granville and Clayton

are fictitious towns but the incident just described is based on incidents that have occurred in many parts of the country.

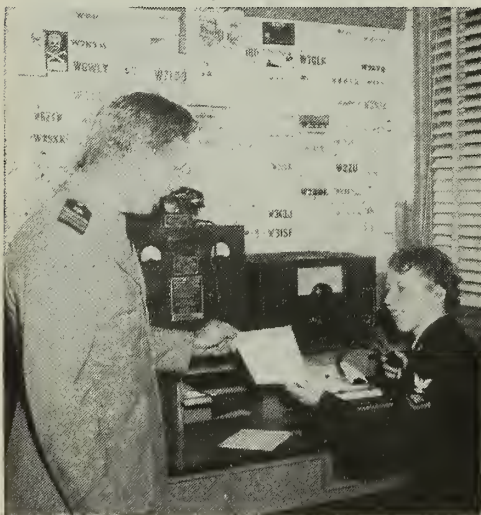
In police stations and colleges, in firehouses and hospitals, at home and abroad, you can find ham radio stations operated by Navy personnel. Bill and Mitch are part of the king-size network of USNR radio stations primarily established for training purposes but which doubles as an emergency communications network in time of disaster.

Relaying personal messages, operating radio-equipped pick-up trucks to warn residents of danger from floods or storms, performing emergency communications service when all other facilities are knocked out, or pitching in to help in actual rescue missions, is all in a day's work for these men who are scattered throughout the world.

When telephone and telegraph facilities were disrupted in parts of southern Texas and Louisiana as a result of ice storms last winter, station K5NAN, at the Naval Reserve Electronics Facility, Harlingen, Tex., provided emergency communications service for several days.

In Stockton, Calif., during a flood, personnel from the NRTC—station K6NRO—maintained a levee watch on a 24-hour basis. Eight transceivers and two handie-talkies were used for communication between levee watch groups and field headquarters.

Radio hams stationed overseas are performing useful services, too. In



TALENTED WAVE Ethel Smith is a Washington, D. C. 'ham.' Right: Hangar 107 is the radio shack at Barber's Pt., T. H.

Yokosuka, Japan, for example, station JA2KW has been sending messages home from wounded men in the naval hospital and from other Navy personnel. With 60,000 amateur operators in the United States, messages usually can be sent to the sender's home town or city—and sometimes even to the same block in which his relatives or friends live.

Using a gadget called the "phone patch," radiotelephone contacts can be made throughout the world. The longest range conversation of this type was made not so long ago when a Marine 3,500 miles away talked to his mother at Camp Lejeune, N. C.

These incidents are made possible largely because the Navy looks on amateur radio as a vast potential source of operators and technicians, as a training school for these people. Amateur radio not only provides a medium for creating and encouraging interest in electronics but serves as a natural morale-booster.

Most of the amateur radio activity in the Navy is supervised by the Naval Reserve as a part of its training program but the Regular Navy recognizes the value of ham activities and encourages amateurs to pursue their hobby during off-duty hours.

Any member of the Regular Navy, Marine Corps or Coast Guard, who holds an amateur license, may request a Naval Reserve call sign and the issue of a crystal ground to the appropriate frequency which will enable him to take part in drills on Naval Reserve circuits. He may use USNR facilities, and surplus equipment—when available—is frequently provided.

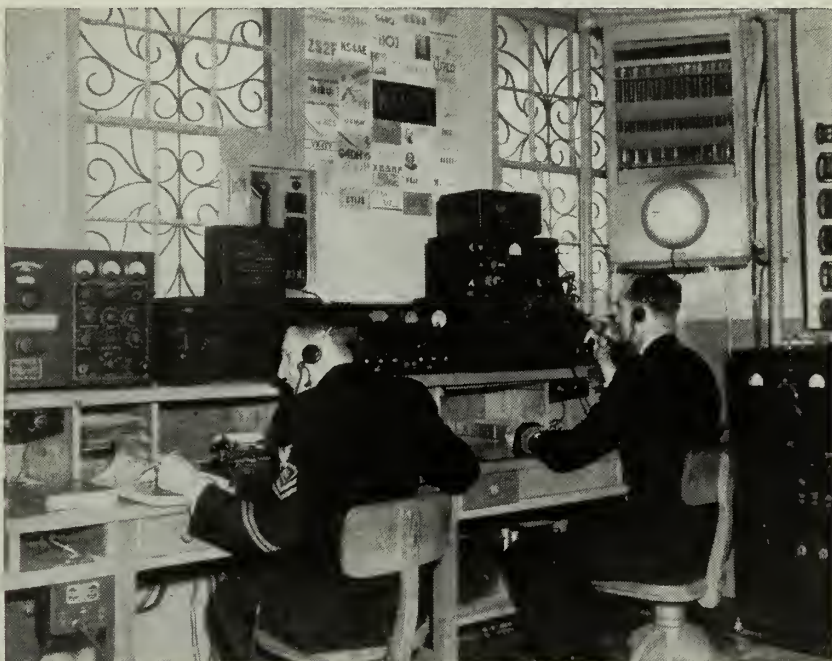
At the present time, amateur radio operations are being carried on at over 500 USNR Electronics Facilities and Stations. Participating in the over-all program are members of the Regular Navy, USMC and Coast Guard as well as their Reserve components. The Army and Air Force maintain similar operations, linked together by MARS—the Military Amateur Radio System.

Of the more than 60,000 amateur radio stations in this country, approximately 1,000 are operated by USNR members who also have been issued individual Naval Reserve call signs and certificates as USNR stations.

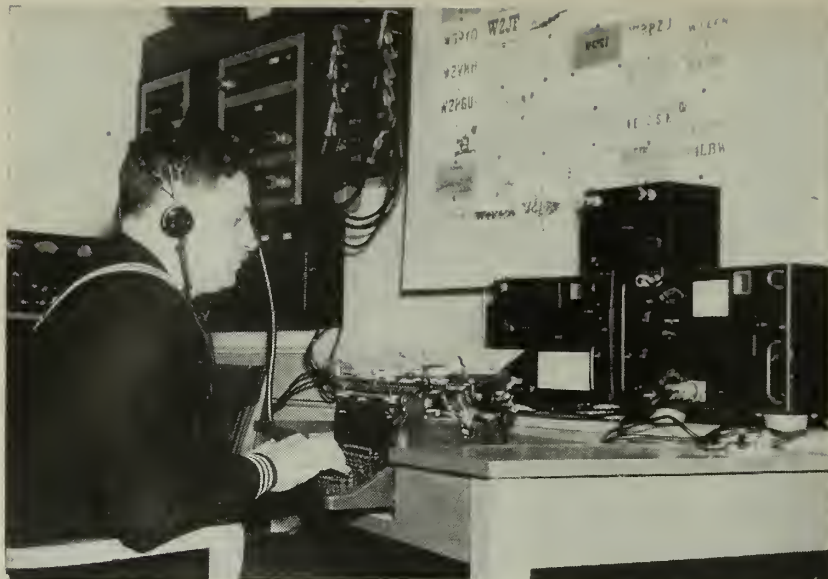
To provide special identification for amateur stations located at Naval Reserve establishments, the FCC has set aside certain blocks of amateur



EMERGENCY AID is loaded into a plane during Texas City disaster of 1947. Radio 'hams'—Navy and civilian—may provide only link with a stricken area.



RECEIVING-OPERATING room at 8th Naval District's Naval Reserve master control station W5USN, New Orleans, La., has room for off-duty chit-chat.



AN EARFUL of Morse code is copied by Reservist at Station KINRL, Lowell, Mass. Navy maintains 500 such stations at facilities scattered across the U. S.

call signs for assignment only to USNR activities. These special calls permit amateurs at one USNR activity to recognize amateur stations at other activities. They also provide valuable publicity for the Reserve among civilian operators.

Navy drills are conducted only on USNR frequencies. When operating on amateur bands, stations at USNR activities must use amateur calls and conform with all FCC rules under which amateur licenses are granted.

Becoming a licensed amateur—a full-fledged member of the ham fraternity—isn't difficult. The FCC has revised its classification of amateur licenses to include three new categories: the novice or beginner, the technician and—for the really proficient operator—the “amateur extra class.”

At the bottom of the ladder is the novice class which becomes available 1 July 1951. To qualify for this license, the beginner must be able to send and receive accurately five words per minute. He must have a working knowledge of elementary radio theory and regulations governing beginners' operation.

Applicants for the general class (formerly Class B) must be able to send and receive 13 words per minute, have a knowledge of basic amateur practice and be acquainted with general regulations.

Those who meet the basic requirements for the general license but who live at least 125 miles from the

nearest point where regular examinations are held or are physically unable to appear for examination or who are members of the armed forces stationed so that they cannot appear for examination may apply for the conditional license (formerly Class C).

The advanced class (formerly Class A) is for those who can pass the general code test, know basic amateur practice, general regulations, and who qualify in advanced radiotelephony.

Effective 1 Jan 1952, an “amateur

extra class” has been made available. Qualifiers for this license must be able to pass the expert's code test—20 words per minute—know basic amateur practice, general regulations and qualify in advanced amateur practice, advanced radio theory and other subjects.

Because hams usually fall into two distinct categories—that of the operator who strives to contact as many different stations as possible and that of the builder or “tinkerer” who is more interested in building a set, then tearing it down and building another—a “technician” class has been set up, effective 1 July 1951. The technician must be able to pass the novice code test and have a knowledge of radio operation and apparatus, including both radiotelephone and radiotelegraph operation. He must also know the basic law governing amateur operations.

The novice class license is good for one year only and cannot be renewed. All other licenses are valid for five years and may be renewed.

If you are interested in radio work and can't tie up with a Navy station now in operation or with the radio section of a hobby shop at a naval activity, a few dollars will set you up in business for yourself as a ham.

For additional information on amateur radio activities in the Navy, talk to your electronics or communications officer, or write to the Chief of Naval Operations, (Attn: OP-204V), Washington 25, D. C.



HOW TO TUNE a receiver is taught at Naval Reserve units. This radioman is a member of Sub Division 11-6 which meets at Terminal Is., San Pedro, Calif.



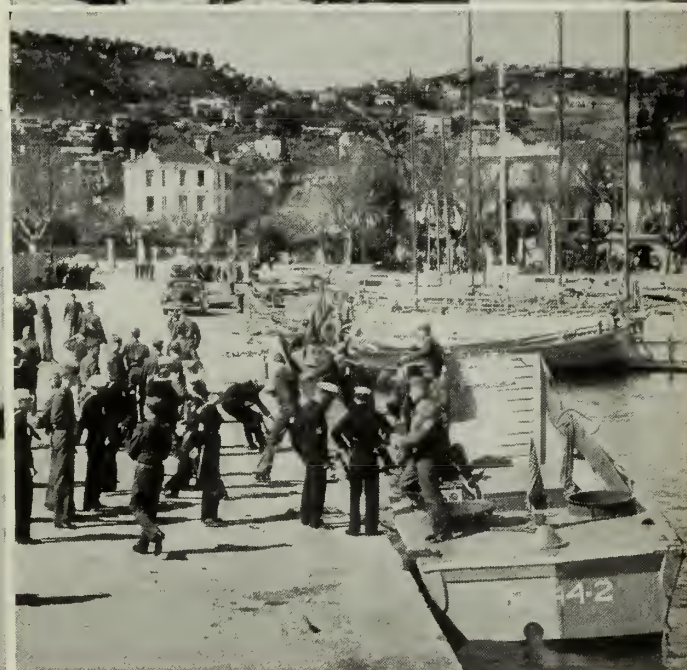
Liberty in France

SCARCELY four hours as the bus travels from the warm, blue waters of the French Riviera, a liberty-bound sailor can find a contrasting wonderland of snow-capped heights and twisting ski trails.

At one of several resorts 5,000 feet in the clouds in the "Alpes Maritimes," a Navyman can rent a pair of shoes and skis for less than a dollar and test his skill on the frosty slopes.

The area is also a camera fan's paradise, Shutterbugs shoot many a roll of film to record its magic splendor for the folks back home.—Harry Caicedo, JO3, USN. Photos by J. Doherty, PH3, USN.

AT VALBERG, a typical resort, Atlantic Fleet Amphibious Force sailors browse for souvenir postcards (upper left). Reading clockwise: Visitor gets pointers from youthful skiers. Bluejackets count newly acquired French currency. Sailors and Marines pour ashore for liberty. Two non-skiers test the snowy slopes.



How to Tell Pier from Wharf from Dock

HOW MANY times have you headed back to your ship—with the last few minutes of liberty ticking rapidly away—only to find yourself at Wharf No. 2 instead of Pier No. 2 where the ship is? Too often, maybe. However, there is a method to avoid emergencies of such a nature.

Simply learn the meaning of three good Navy terms and these troubles will vanish into thin air. The words—*pier*, *wharf* and *dock*.

And here is a “handy” way to remember them:

- Hold your hand up before you, with the palm outward. Close your fingers and spread out the thumb. The thumb now has the same relation to your hand as a *pier* does to the shoreline.

- Now bring the thumb alongside the index finger. That’s the general position of a *wharf*—parallel to the shoreline.

- Finally, make the familiar sign meaning “O.K.” by touching the thumb to the index finger, the other fingers outspread. *Docks*, which are really enclosed basins, have that circular shape. (The water area between piers is also known as a dock. Less confusion results, however, if you remember to call this area a *slip* or *waterway*.)

From their shapes, you can see that piers and wharves are structures to moor ships alongside. A dock, on

the other hand, is fitted to cradle a ship, when it is in need of overhauling.

Piers and wharves are alike in that they extend out into the water and serve as mooring and loading platforms. Docks are huge, permanently water-filled basins, called wet docks, or basins which may be filled and drained of water, called dry docks. Another distinction is that certain docks are capable of going to sea. Piers and wharves must stick to the shore.

Piers are of two general types: breakwater piers and “finger” piers. A breakwater structure doubles as a shelter for a harbor. It protects from the open sea vessels moored to its shoreward side or ships at anchor in an inner harbor.

The second type is far more numerous—U. S. ports are full of them. Its sole purpose is to provide convenient berths for ships. Seabees who specialized in building port facilities during World War II built such piers by the dozens.

They run at an angle to the shoreline, projecting out into deep water. In busy ports they are more prevalent than wharves. Luxury liners, grain carriers, tramp steamers and smaller vessels on down to tow boats moor to piers more often than to wharves in such busy ports as Boston, New York and San Francisco.

In mooring, your captain almost

always has the ship’s shoreside mooring area designated to him by a “berth and pier” system. In this system, berths are assigned at each side of a pier and occasionally at the seaward end—called the *pierhead*. With the mile-long piers now in use, the berths near the shoreward end—the *foot* of the pier—are naturally the preferred ones.

Wharves differ from piers in a couple of respects. First, wharves run parallel to the shoreline. Second, the shoreward side of wharves generally are supported by the embankment. Piers, however, have only their shoreward end braced on the land. In either case, pilings are the usual supporting members that extend over the water.

In Europe you’ll find what Americans call a pier is instead termed a *mole*. Incidentally, in France it is *Môle* and in Italy, *molo*.

Another name you can expect to hear often in foreign waters is *quay* (pronounced *key*). Roughly speaking, what a mole is to a pier, a quay is to a wharf.

Wharves and piers, in addition to being ship mooring facilities, are also cargo handling platforms. They may have a bare surface or may be equipped with a covering. Use the term *covered pier* or *covered wharf* and *merchandise pier* or *merchandise wharf* when talking about the second type of structure and you’ll be in



agreement with the best books on the subject.

Docks, on the other hand, are something else again. Some docks are firmly rooted in the earth while others can cruise about on the water.

As for the floating kind, there are four types. Three are classed as AFDs of different varieties, the other an ARD. Be assigned to any one of the four kinds and you'll like as not be located at one of the Navy's advanced bases.

Smallest of these vessels (they're all non-self-propelled) are the 200-foot AFDLs (Auxiliary Floating Drydock, Little). Then there are the ARDs (Auxiliary Repair Docks) which can comfortably handle ships up to a destroyer in size. Next are the AFDMs (Auxiliary Floating Drydock, Medium) for cruisers and large tenders. Largest of all are the huge AFDBs (Auxiliary Floating Drydock, Big), a new name for the Advanced Base Dock of World War II.

The Navy's two largest AFDBs can handle anything that floats. Their mission is to cradle carriers of the *Midway* class and battlewagons of the *Iowa* class. AFDBs must be constructed in sections—the complete unit is simply too much for one ship to tow.

Now as to details of the non-floating kind—

How many times as you walked from your ship to a Navy yard gate have you seen a large concrete basin holding a drydocked ship? You prob-

ably called it a drydock and let it go at that.

The Bureau of Yards and Docks, however, calls this type a *graving dock* and lists it either as a *ship repair* or *ship building* dock. Unless you've got a trained eye, it's impossible to tell the difference in the construction and equipment of the two (although this doesn't hold true, of course, when there is a ship actually being built or repaired in one of them).

Like their ocean-going counterparts, graving docks vary in size. In Navy shipyards, you'll find some graving docks which have to strain to take a destroyer while others exceed the space offered by an AFDB.

The word "graving" itself is an old word which means scraping and burning barnacles off the hull of a wooden ship, then paying the clean area with pitch. Navy drydocks still are used to clean ship's bottoms but in a different fashion. Instead of deck scrapers or the unwieldy "man handlers," sandblasting is now generally used.

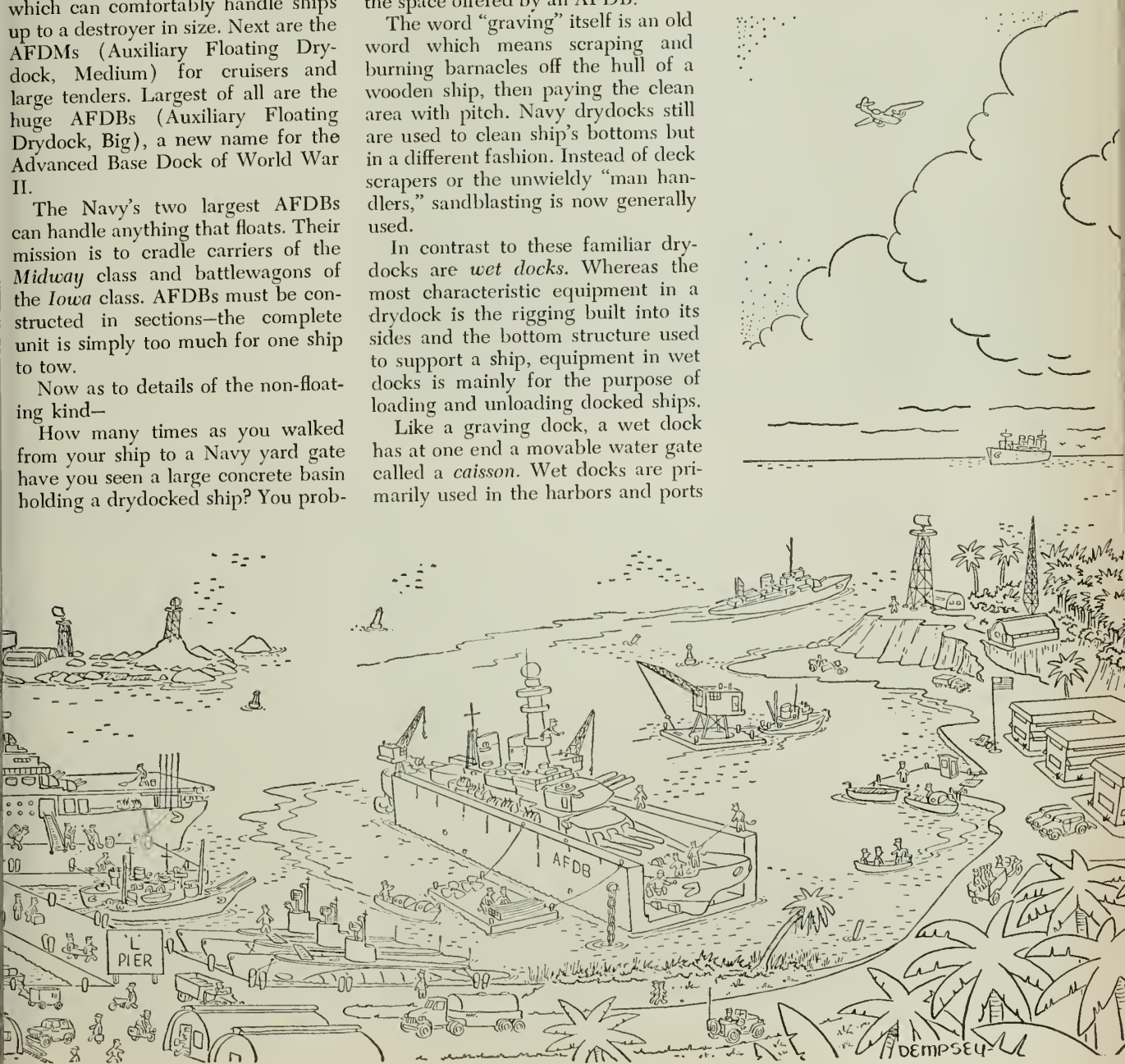
In contrast to these familiar drydocks are *wet docks*. Whereas the most characteristic equipment in a drydock is the rigging built into its sides and the bottom structure used to support a ship, equipment in wet docks is mainly for the purpose of loading and unloading docked ships.

Like a graving dock, a wet dock has at one end a movable water gate called a *caisson*. Wet docks are primarily used in the harbors and ports

of Europe where there is a large tidal range. Here's how they work:

At the proper time of day, when the tide is high, the caisson is swung open and a ship enters. Her lines are secured to the dock's bollards and the caisson is swung back in position, damming the water in the dock. Then, no matter what the tide outside may do, the ship remains in her original position and her crew can forget about slacking off lines.

These, then, are piers, wharves and docks. Once you start calling them by their right name, the correct word will become second nature. And you'll have no trouble finding Pier No. 2 after a night of liberty.



Combat Cameramen Record History on Film

IN THE TURMOIL of the Korean conflict, getting a "shot" at the enemy was a requirement for Navy photographers attached to the combat camera units of the Pacific Fleet, as well as for men who carried more dangerous weapons than cameras.

One purpose of the special photo units was the production of motion pictures and still pictures at the scene of action. Movies and news-photos made under battle conditions were rushed to the U.S. from the Far East for use in newsreels. An-

other purpose was advance reconnaissance. As the Korean action progressed, it became evident that no important battle would be fought for which cameras had not helped lay the groundwork.

Sixteen aviation photographer's mates from Fleet Air Photo Lab, NAS North Island, San Diego, Calif., were chosen to make up Combat Camera Unit One and Combat Camera Unit Two.

After a six-day stopover at Pearl Harbor, their first stop, the lens lads

departed on a VMR-152 *Skymaster* for the Far East. The plane arrived at Haneda Air Base, near Tokyo, after making the 4,700-mile hop from Pearl in only 28 hours. The cameramen unloaded 4,000 pounds of photographic supplies at Haneda.

Having laid the groundwork for their first shots at the enemy, the shutterbugs were ready for anything that might come their way. They were ready to shoot the biggest news in the world. Their big day came when the photographers were ordered to the Naval Operating Base at Yokosuka. All hands turned to, loading gear, including their all-weather sleeping bags, on two trucks for the 50-mile drive down the east coast of Honshu. Observing the Japanese chauffeurs drive on the left side of the road was a novel experience for the sailors.

Things began to move fast after that. After covering the departure of a group of Australian officials, the cameramen received word that they were boarding destroyers "for further transfer."

Further transfer ultimately took Photo Unit One aboard the aircraft carrier *uss Philippine Sea* (CV 47), and Photo Unit Two aboard the carrier *uss Valley Forge* (CV 45). Word to the photographers was, "Your job will be to go out on a combat mission for a couple of weeks to cover all phases of a carrier's operation." When Task Force 77 sailed from Sasebo, ready to meet the foe, the cameramen were ready, too.

As the flattops "Phil Sea" and "The Valley" maneuvered in the Yellow Sea, accompanied by 14 destroyers, planes took off to battle the Communists. Many carried photographers to document the action.

Full advantage was taken of the mobile radiophoto transmitters aboard the heavy cruiser *uss Rochester* (CA 124) and the two carriers to rush action photos to newspapers in the U.S. From these ships, radiophotos went direct to San Francisco and Washington in time for American papers to print the Navy photos of the Korean struggle the same day the action occurred.

Cameramen were required not only to get the first photo shots at



ALERT PHOTOGRAPHER snapped this shot of a South Korean minesweeper blowing up when it struck contact mine during operations in Wonsan harbor.



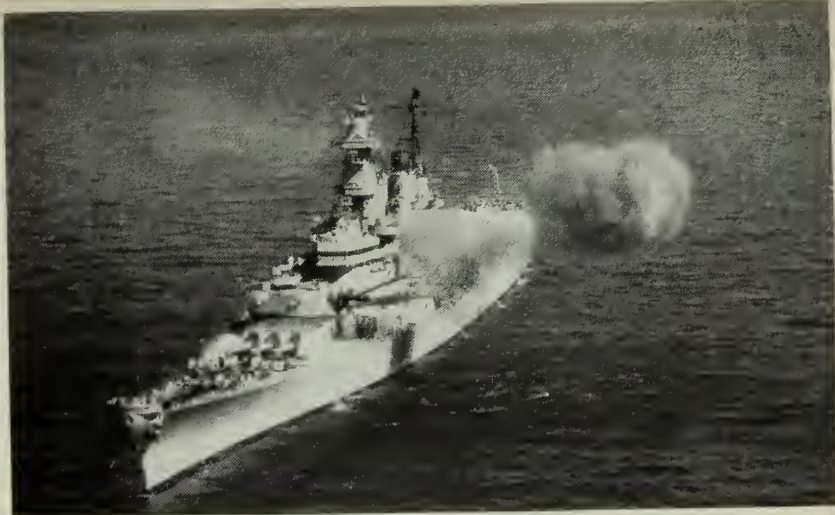
RETURNING HELICOPTER is caught by a cameraman as it prepares to land aboard *USS St. Paul* following a gunfire spotting mission over enemy territory.

the enemy, but also to fire rifles, if necessary. One photographer, on a tour of naval activities in the Pusan area, was outfitted with a complete battle pack including a carbine and ammunition belt. The cameramen were a cool crew. One man flew in an AD-1 *Skyraider* attack bomber at 20,000 feet over Communist-held territory, operating a 35-mm. motion picture camera. Upon return, he climbed out of the plane and remarked, "Just another day."

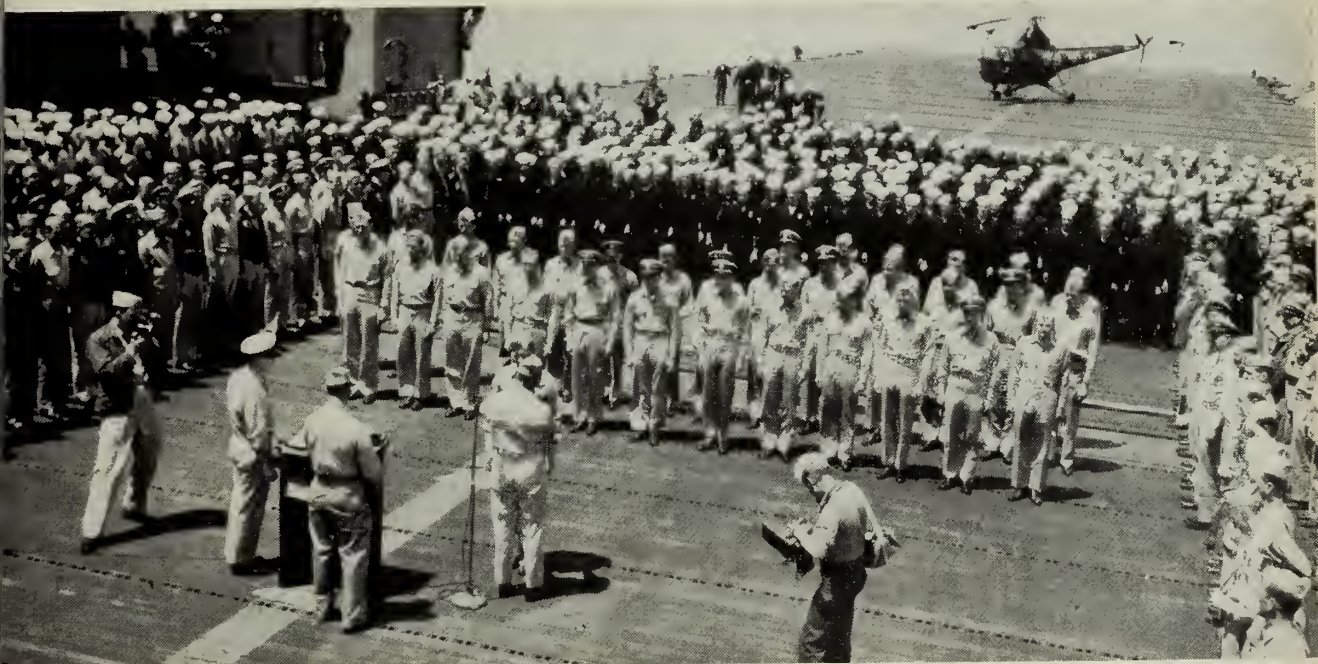
During operations in the Yellow Sea, this man was transferred by helicopter to a destroyer to photograph the ship's activities. On returning, he crossed to *Philippine Sea* in a boatswain's chair. While dangling between the two ships he took movies of his own hair-raising transfer.

Highlight of Unit Two's photo coverage of the *Valley Forge* operations was the dramatic rescue of a downed Navy pilot by sailors of a Task Force 77 destroyer. This incident occurred two miles off the north Korean coast after a *Corsair* fighter was hit by Communist flak. The pilot was forced to bail out when his plane was enveloped by flames. Excellent still pictures of the rescue operation were taken by a member of Unit Two.

The Navy's combat photographers brought home to the American people first hand information on the Korean war and how it was being fought. The small things of battle



SCENES OF ACTION, recorded on film, provide historical data for the Navy. Above: New Jersey shells Wonsan. Below: Camera 'stops' plane hitting water.



TWO SHUTTERBUGS take a breather to photograph awarding of the Air Medal to pilots of Princeton's Air Group 19.



WAR'S PATHOS is often brought home to the American public through the eyes of a combat photographer. Korean kids peer at a shiny hospital ship.

too, like the home town photos of enlisted men serving long hours maintaining planes on the hangar deck and the flight deck, made the action personal and understandable to the people at home.

Another group characterized by fast action and tangible results was the Navy's Sound Camera Unit. This group left NAS Alameda, Calif., aboard the carrier *uss Boxer* (CV 21). At Pearl Harbor it transferred to the battleship *uss Missouri* (BB 63).

While the 16-inch guns of the big *Mo* blasted targets on Kahoolawe Island, Hawaii, one of the sound cameramen perched on a hilltop, took movies of the action. The firing of *Missouri's* guns was a rehearsal for the knocking out of North Korean installations 10 days later.

Photos were taken of the destruction of bridges in the Samchok area. At Pohang, movies were made of the destruction of warehouses, wharves and gun emplacements, and the firing upon two divisions of communist troops.

In preparation for the big amphibious landing on the west coast of Korea, the camera crew was split up and placed aboard destroyers. While the six destroyers operated as

sitting ducks to draw fire from Communist shore batteries, the "fighting photogs" sprang into action. Without regard for their personal safety, they got excellent shots of the battle for Inchon.

In the same operation, other photographers were busy aboard the heavy cruiser *uss Toledo* (CA 133). The group got beautiful shots of the

pre-invasion shore bombardment and carrier-based strikes. Photos were taken of the first wave of Marines going ashore at Wolmi-Do Island.

Off the east coast of Korea, meanwhile, members of Combat Camera Unit One were covering operations in the Japan Sea. While one shutter-shooter made a plane hop to cover the shelling of a large bridge by the heavy cruiser *uss Helena* (CA 75), another made a "recon" flight covering the effects of the bombardment of Wonsan. The rescue of South Korean troops on a stranded LST was also photographed by Unit One.

In "shooting" with his camera under enemy fire, one photographer aboard the destroyer *uss Collett* (DD 730) exemplified the highest traditions of the Navy. The action took place at Wolmi-do Island, in Inchon Harbor.

Crew members said that the photographer stood on the bridge, exposed to gunfire from Communist shore batteries, and continued to take photos of the battle while the ship was hit nine times. The gallant destroyer slugged it out with the Reds' guns, yet the cameraman stuck to his station without regard for his own safety, recording the action with his camera.

Photographers aboard the carrier *uss Leyte* (CV 32) recorded that ship's spectacular dash more than half way around the world, from the Mediterranean to the Far East. *Leyte* steamed 13,000 miles from



LENS JOCKEY returns with photographic record of a mine clearing operation off the Korean coast. Helicopter is landing on LST 799, its "mother ship."

Beirut, Lebanon, in 35 days at an average speed of 22 knots to join Task Force 77 off Korea.

The Navy's pictorial newshawks covered numerous operations of the many United Nations ships in Korean waters. The naval armada engaged in the Korean conflict flew the flags of eight nations—the U. S., Great Britain, France, Australia, New Zealand, Canada, The Netherlands and the Republic of Korea.

Combat photographers were aboard ships of Task Force 90 and Amphibious Group One, operating in the mine-infested waters off the northeast coast of Korea.

Always, the cameramen took good care of the fragile and expensive gear they carried with them. One example of such care occurred when a crew was assigned overnight accommodations at a Seabee camp on Wolmi-do Island. The truck pulled up a steep hill and stopped beside a tent perched on a rocky ledge.

Peering into the empty tent, the cameramen decided to act. Realizing the great value of the photographic gear, they carried their cameras inside the tent to protect them from the mud and rain. They themselves moved out into the cold, climbed into their sleeping bags and slept on the bare ground.

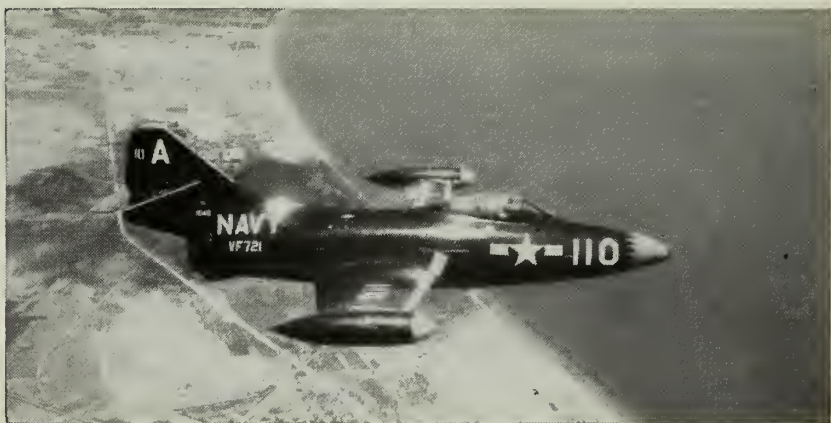
Not only did the photogs look after their equipment; they sometimes improved it. Combat photographers aboard carriers of Task Force 77, operating in the Yellow Sea and Japan Sea, invented a new stabilizer for holding an aerial camera. It consists principally of the casing of a 1,000-pound water bomb.

Reconnaissance photos showed what beaches were suitable for landing. They told water depth on Korean shores by tones of black and white in photographs. Aerial photographs provided previews to raids on Communist-held targets. They disclosed such information as the number of Red troops, positions, extent of fortifications, airfields at Kimpo, Suwon and Pohang, railroads, bridges, and relief of the country.

Motion and still pictures, in addition to being put to hundreds of in-service uses, were viewed by Navy public information officers. Many were selected for release to publications all over the free world. Navy photo coverage in Korea turned out to be a blue ribbon classic.—Felix B. Grosso, JO1, USN.



SHARP PHOTO taken from high above Kalma Gak peninsula in Korea shows white phosphorus shells from USS *Manchester* blasting shore gun positions.



FLYING ESCORT for a photo plane, a *Panther* jet soars over Korean landscape (above). Below: Camera recorded firing of rocket barrage at target.



Kwaj Isn't the Lonely Spot It Used to Be

WHAT IS LIFE like on a Navy overseas island base? Kwajalein—largest of the Marshalls atolls, in fact the largest atoll in the world—has been revisited to provide an answer to this question.

This island base is a good sample of what such duty has to offer the Navy man and his family. Nearly every overseas station offers many advantages of recreation and interest not to be found elsewhere. And each, in turn, has its drawbacks.

Sprawled in mid-Pacific, the Marshalls group, consisting of 34 island-chains or atolls, formed a diffused target upon which the Navy in January 1944 turned loose its mightiest onslaught of the war up to that date, seizing it as a stepping stone to Tokyo.

Viewed from the air the Kwajalein atoll is shaped almost like a necklace of green stones, connected by a white chain which is the reef joining the islands.

The native population of about 1,000 Micronesians, known as Marshallese, inhabit only about 20 islands in the atoll. These natives are a simple, friendly people who are governed both by their own village council and the naval governor's civil administration under provisions of the U. N. trust territories law.

Kwajalein has changed a great deal since that time in early 1944



READY FOR BUSINESS, enlisted men in charge of the island's sailboat pool wait for customers. Personnel need only ask to get a boat for an afternoon.

when sailors and marines kept the atoll secured, and dubbed it "Nothing Atoll." With comfortable family quarters for dependents of the Navy, Marine Corps and Air Force officers and EMs stationed there, it is not the lonely spot it once was.

Official life centers around the Naval Operating Base where the Navy's office of the Governor of the Marshall Islands is headquartered, and with constant progress in im-

provements of facilities for recreation, the island base is becoming more and more like a stateside installation everyday. While there is no escape from the feeling of distance and separation from the States and home, no one spends his time growing long beards and counting sea shells for the lack of something to do.

Clubs and movies furnish a popular source of evening entertainment. Well equipped hobby shops, a library and servicemen's clubs provide favorite off-duty recreation. Bingo parties in the Navy and Air Force clubs bring the families together once a week, and also outdoor theater movies supplement the base night-life program.

Kwajalein, a naval base with a naval air station, is also an important refueling stop for MATS aircraft between Hawaii and the Far East. It still bears some signs of the bitter fighting which once raged there. The three-mile-long island was blasted almost free of trees and vegetation. An intensive planting program being carried on by the Navy to restore the island's once luxuriant growth is fast returning the natural tropical greenery which covers the other islands of the atoll.

For the energetic sportsmen and outdoors enthusiasts the Navy's local



SHOPPING CENTER for Kwajalein families is in this well-labeled quonset. Foliage like that shown has grown up since devastating bombardment of 1944.

welfare and recreation department furnishes small landing craft for occasional jaunts to other islands.

Fishing and shell-hunting seem to be the most popular forms of recreation. Many kinds of fish and colorful, unusual shells are found in this part of the Pacific and the very numbers make it easy for everyone, including children to go in for this sport.

Center of fishing activities is a huge barge anchored within the 66-mile long lagoon. This barge, which is moved from time to time to take advantage of areas where the fish are biting the best, is a double-deck affair reached by a scheduled ferry service from the dock. The lagoon abounds in many varieties of fish, principally sea bass, red snapper, tuna, barracuda and yellow-tail not to mention ever-present sharks.

Sailing among the islands offers unlimited possibilities for the adventurous. Exploring on foot, or just cruising around offshore, brings one closer to the atmosphere of the novelists' South Pacific. You can picnic under a thickly-leaved tree where the air is so quiet that a laugh may seem like a surprised intrusion of the stillness.

Family quarters on Kwajalein are attractive in most cases, varying according to the extracurricular work of the occupants. There are two-story white frame buildings and a number of quonset huts, also white with gayly colored interiors. Equipped with modern electrical ranges, and refrigerators, the modern kitchens present a minimum of house-keeping difficulties for the service wives even on this far-off island base.

The Navy's trim white quonset dispensary provides the medical needs of service personnel, dependents and islanders. Shopping is easily accomplished at the Navy exchange. With a recently completed reefer plant designed to improve the food storage situation, and construction of new barracks, a hospital and a new mess hall, the base will afford even more of the modern conveniences of living. There are no more natives on Kwajalein. New homes were built for them on Ebeye, a nearby island. Although smaller, it has better accommodations and more room for their own community expansion.

Authorities say this move is not expected to affect the natives greatly, since Kwajalein is not their true home



SAILING in the broad coral lagoon is only one of the many off-duty recreation opportunities available to Navymen fortunate enough to draw Kwajalein duty.

anyway. And the natives have seen many changes from the time the Marshalls were first discovered by white men in 1526. The Spanish, who made the discovery, sold the islands to Germany in 1885. For many years small German trading companies operated among the various colonies. During the first World War, the Marshalls were seized by Japan and later mandated to her. How the Japanese secretly fortified many of these islands in preparation for a war that they expected is an old story.

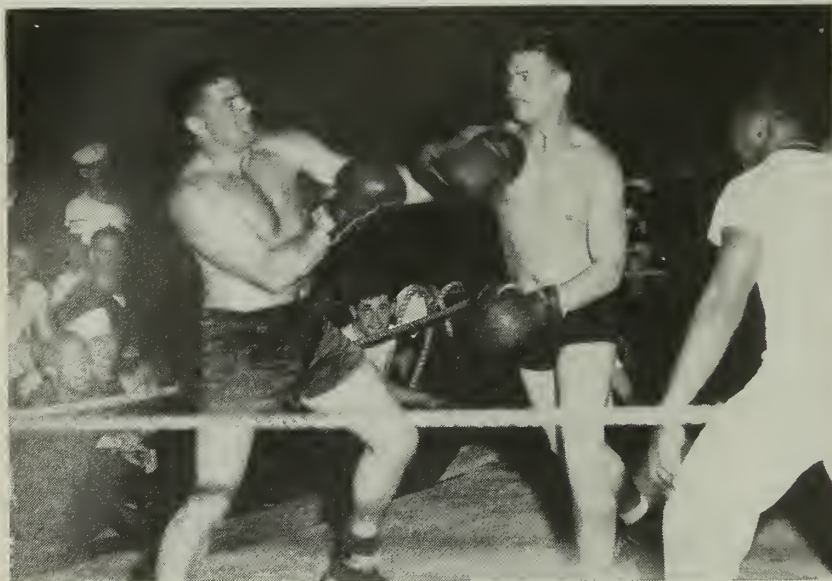
This atoll's shape resembling a boomerang eventually proved to be just that for the Japanese. Following the American invasion, the island became like many others, a strategic launching point for carrying the war to Japan. American planes roared off the Japanese-built air strips to become instruments of the builders' own defeat. Thus did the atolls serve as stepping stones for our ad-

vance to the strongholds of Saipan, Guam, Ulithi and Yap.

Kwajalein is fast becoming "desired duty" for the man transferred overseas, due to the ever inherent initiatives and energy of the Navy man. Proof of such qualities is expressed in the accomplishments of the Acey Ducey Club, established by first and second class petty officers. It began back in 1948, growing from an unused two-deck barracks until today the club has a new 34 by 60-foot dance floor. The club's game room includes two billiard tables and a 24-foot shuffleboard, built by native Marshallese on the Atoll of Likiep, 115 miles from Kwajalein.

As a display of the Navy men's spirit of cooperation, the entire job of decorating and construction of new additions to the club's facilities was done in off-duty hours, demonstrating the high rate of morale in this far-off duty station. — H. H. Mitchell, JO1, USNR.

Summary of What's Doing in Navy Sports and Recreation



SLUGFEST by heavyweights R. J. Gannon, SN, USN, and E. A. Merse, PFC, USMC, was part of successful show staged on deck of USS *Donner* (LSD 20).

Star Pitchers

Two Navy baseball record-book pitching performances have been witnessed within a week at Berkey Field, U. S. Fleet Activities, Yokosuka, Japan.

On a Saturday afternoon, Jerry Wilson, SN, USN, hurling for the Navy "Seahawks," tossed a no-hitter to down the Naval Hospital "Caduceuses" 8-1. Of the three men to get on base, one was walked, another was hit by a pitched ball, and the third got aboard on an error.

The following Wednesday, a fellow teammate, Gil Montoya, SN, USN, took the mound for the Navy All-Stars (a combination of players from the "Seahawks" and two other Fleet Activities teams) and shut out the Atsugi Naval Air Station "Seabees" 5-0 in a perfect no-hit, no-run exhibition, including 15 strikeouts, to give the All-Stars their second straight win in the Far East Inter-Service Baseball League. Only four batters reached base, two by errors and two by walks.—Wilbert E. P. Coon, JOSN, USNR.

On the Mats

Bluejacket grapplers of Naval Training Center, San Diego, Calif., have completed a wrestling season which marks them not only as the most outstanding in NTC's history but perhaps the strongest of any

West Coast service squad. The NTC matmen won the 11th Naval District trophy, the Third Annual NTC Invitational Wrestling Tournament, the Junior National AAU Wrestling Tournament at San Diego State College, and the Far Western Athletic Federation Wrestling Championship at Oakland. In addition, the Bluejackets defeated San Jose State, San Francisco State, California Polytech, and the San

Francisco Olympic Club, the latter, until then, not having lost a match in four years. As a season grand finale, the 'Jackets took on a favored squad of Japanese national champions and matted them for an 11-8 upset.

The Second Division of the Fleet Marine Force, Camp Lejeune, N. C., won this year's Atlantic Fleet Wrestling Tournament at Norfolk Naval Base. The leatherneck matmen won all 10 contests on the card, seven by falls, and three by decisions.

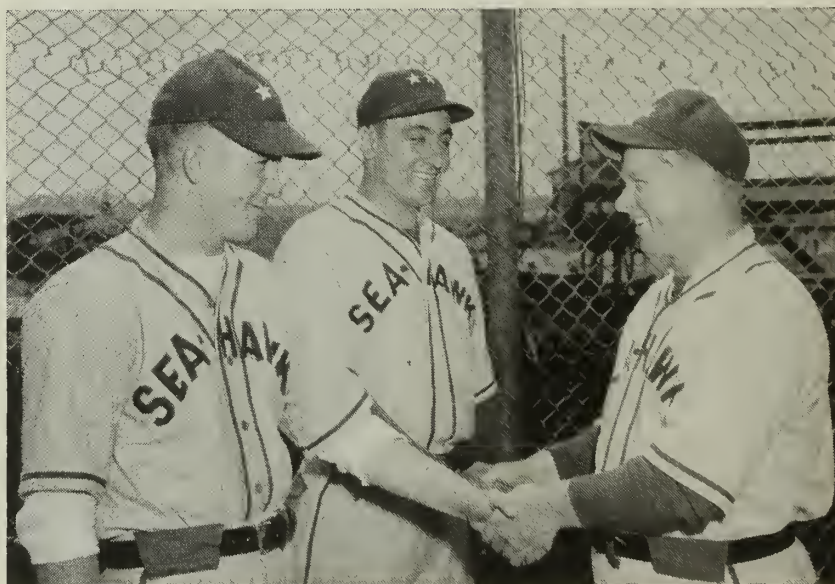
The 12th Naval District 1951 wrestling champions are the Naval Air Station Hellcats of Alameda, Calif.

Baseball Scout in Waves

Major league baseball's only woman scout is now serving as a Wave at Naval Air Station, Jacksonville, Fla. She is Edith Houghton, SKC, USNR, one of the first group of enlisted women to be sworn into the Navy in 1942.

After her release to inactive duty, Chief Houghton applied in 1946 to her home-town Philadelphia "Phillies" for a scouting job, was put on the payroll the following year, and served in that capacity until her return to active duty this year.

As for her ready acceptance by the Quaker City big league club, Chief Houghton attributes it to her



NO-HIT games were hurled by J. Wilson, SN (left), and G. Montoya, SN (center), at Yokosuka. Manager R. Duval, BMC, gives 'em hearty handshake.

unusual background as a ball player. When only eight years old, she started her unique career by becoming a substitute on the famous Philadelphia "Bobbies," a girls' team which played exhibition games with both women's and men's clubs. In 1925, when she was 13, she was playing regular shortstop with the "Bobbies" when they toured Japan.

In addition to the "Bobbies," Chief Houghton has played with and managed several of the country's top-notch girls' diamond clubs, and has performed with various men's teams in and about Philadelphia. Soon after joining the service, she was a member of a Navy's men's squad in Washington, D. C. While on active duty, she is keeping her hand in the game by playing behind the plate for the Jax Waves softball team.

On Track and Field

Camp Pendleton, Oceanside, Calif., won the 1951 All-Marine Corps track and field championship held at Pendleton in June. Marine Corps Schools, Quantico, were second; MCRD San Diego, third; and MCAS El Toro, fourth.

A week before the Pendleton Marines annexed the All-Marine track title, they had been left far afield by Naval Training Center, San Diego, who topped the leathernecks 103 points to 68½ in capturing the annual 11th Naval District trophy. In addition to their district championship this year, the San Diego Bluejackets won the 11th Naval District Annual Relays and the El Toro Annual Relays in the most successful season in NTC's track and field history.

John Lafferty AD1, USN, of NAS Quonset Point, R. I., who finished second in this year's B.A.A. marathon at Boston, continues to collect long-distance laurels. Lafferty has taken first place in two other events of equal distance; the National A. A. U. Junior Marathon at Old Orchard Beach, Me., and the New Hampshire Memorial Day Marathon at Laconia. He also has won annual 10-mile handicap road races at Dorchester, Southbridge, and Peabody, Mass.

AirPac Sports Merger

Fleet and shore-based units at three major West Coast naval aviation installations have adopted a new "merger" policy for participa-



ONLY WOMAN scout of major league baseball is Edith Houghton, SKC. She plays for Jax Waves.

tion in AirPac sports competition.

Fleet Air units stationed at Naval Air Stations, San Diego, Alameda, and Seattle, will combine with the air stations proper in fielding one varsity team in each sport to represent naval aviation in the three separate areas.

The new organization, superseding the former system under which one varsity team represented AirPac in its entirety, will enable a larger number of athletes to participate in top-level sports

Down The Alleys

Losing but 17 matches in a 72-game tourney, a five-man tenpin team of USS *Sperry* (AS 12) won the 11th Naval District ship and shore bowling league trophy. The sub tender's top-place alley champs were W. R. Berry, DCC, USN; C. H. Moore, QMC, USN; R. P. Blanchette, QM1, USN; A. H. Hemby, YNC, USN, and E. McQuarry, YNC, USN.

USS *Sea Owl* (SS 405) won the Dungaree Championship and the Afloat Championship bowling trophies in this season's SubLant roll-offs at New London, Conn. The runner-up team trophy in the Dungaree contest went to SubDevGru Two, while USS *Becuna* (SS 319) and USS *Corsair* (SS 435) finished second and third, respectively, in the Afloat division.

The San Francisco Marines won the 12th Naval District Bowling League Championship in the play-offs held at Treasure Island and NAS Alameda. The leathernecks knocked over a total of 8,159 pins in the eight-team contest as against runner-up NAS Oakland's total pin-fall tally of 7,820.

The alleymen of Second Marine Division, Camp Lejeune, N. C., are the Atlantic Fleet league bowling champs. They annexed both the final team and individual honors in competition with quintets representing ComCruLant, ComMineLant, CinCLant, ComServLant, ComSubLant, ComAirLant, ComPhibLant.



BLEACHER FANS line the rail of USS *Marquette* (AKA 95) to cheer their team on against USS *Donner* (LSD 20) in a pierside game at Oran, Algeria.



MUSICIANS from USS *Rochester* (CA 124) were awarded a gold cup for a TV program in 'Frisco. (l. to r.) Rogers, Collins, Varney, Clowers and Clayton.

Sailor—Musicians Win Contest

Their ship may have been in the bottom of a Mare Island Shipyard drydock, but a quintet of USS *Rochester* (CA 124) musicians were on top in a local amateur contest at a Valjejo, Calif., theater.

Four guitarists, one of whom doubled in vocal chords, and a bull fiddler, all enlisted men assigned to the heavy cruiser, won the competition by so popular a vote they were invited to appear later on a San Francisco TV program. As a result of the video performance, the group was awarded a gold cup engraved with their name—"The Rochester Ramblers."

The group is composed of Richard E. Rogers, SA, USN; Thurmond B. Collins, SN, USN; Joe Varney, Jr., SN, USN; Harold W. Clowers, SH3, USN; and Ralph H. Clayton, FN, USN.

Rochester had returned to the West Coast earlier in the year for overhaul following nine months of extensive operations in Korea.

Baseball via AFRS

Thanks to Armed Forces Radio Service, baseball fans of the armed forces in practically any location, at sea or overseas, can keep posted on first-hand developments in the major leagues.

Each playing day of the current diamond season, AFRS airs a short-wave broadcast of a game in one of the two leagues. Originating directly

from the scene of the contest, play-by-play coverage is furnished by top-name radio sportscasters.

The Atlantic area is served by AFRS New York via transmitting stations WRCA (21.73 and 15.15 megacycles) and WGEO (17.76 megs.); the Pacific by AFRS Los Angeles via KWID (9.57 megs.), KCBR (15.31 and 17.77 megs.), KGEI (15.10 and 11.73 megs.) and KRCA (15.24 megs.).

Knobby Hobby

One Naval Reservist who keeps his hand in on his peacetime profession is Lieutenant Carl Roseberg, USNR, an instructor at the photographic interpretation school at Barber's Point Naval Air Station, Oahu, Hawaii.

During the three years before his recall to active duty LT Roseberg taught sculpture at the College of William and Mary, Williamsburg, Va. Now he spends his off-duty hours in the station hobby shop cutting away on blocks of monkey pod wood and carving them into pieces of sculpture.

He has had his work in one international, six national and five regional exhibits. Most of these pieces were done in marble, alabaster and hard woods. In one of these exhibits his carving, done in ebony, won first prize. Another of his carvings in terra cotta was placed on exhibit for two years and displayed throughout the United States and Canada.

On the Firing Range

The Naval Reserve Officers Training Corps rifle team of Notre Dame has been awarded the Secretary of the Navy trophy as the nation's top NROTC firing squad of the year. NROTC, Purdue, won the pistol team award.

A rifle team from the Marine signal detachment on board USS *Mount Olympus* (AGC 8) fired a match with a detachment of Royal Marines from HMS *Duke of York* at Brown-down, Gosport (near Portsmouth), England. The U. S. leathernecks won by a score of 598 to 406.

The Oakland Naval Air Station took first place in team shooting at the Northern California Skeet Meet fired at Fresno.

Pistoleers from Naval Air Basic Training Command, NAS Jacksonville, Fla., won the .22 team match at the annual Buccaneer Pistol Championship meet in Corpus Christi, Tex. Members of the NABTC team also hold numerous individual medals won at this year's National Mid-Winter Pistol Championship meet at Tampa, Fla., and at the Annual Florida State Police Pistol Matches at the Tampa police range.

The Newport, R. I., Naval Training Station outshot Naval Base, Boston, and NAS Quonset by 100 points to win the 1951 First Naval District .22 Caliber Pistol Championship meet at Hingham, Mass.

Quantico Marine Corps School's pistol team, in capturing the 12th Annual Maryland Pistol Championship shoot at Sparrows Point, Md., took six firsts in individual events, swept the team matches, collected 72 plaques and awards out of a possible 100, and established a new national record for that class of competition. The new mark was set as Quantico compiled a total score of 1150 points (1200 possible) to better the previous record of 1140 held by the Detroit Police pistol team.

The 17th Naval District Pistol and Rifle Championship was won by Kodiak Naval Station marksmen who out-shot the Adak Naval Station team 1713-1483. The Adakians later evened things up, however, by winning the 17th ND track meet finals as they topped Kodiak 74½ to 57½.

Military team honors in the Annual Mullinnix Memorial Skeet and Trap Shoot at North Island Range,

NAS San Diego, Calif., were won by North Island's No. 2 team which shot a score of 486, only nine points shy of the national military record. North Island's No. 1 team (1950 meet champions) took second place with 481; NAS San Diego, third (477); Camp Pendleton Marines, fourth (473); El Toro Marines, fifth (472); and Naval Ordnance Test Station, Inyokern, sixth (451).

MSTS Craft Win Race

Two Navy ocean-going tugboats attached to MSTS Port Office, Kodiak, Alaska, chugged down to Seattle, Wash., to win honors in the annual Puget Sound Tugboat Race.

The contest, held in connection with National Maritime Day, saw the ATA 242 and ATA 243 take first and second places, respectively, in the military division of the four-mile competition in which 25 service and commercial tugs were entered.

Navy Yacht Wins Ocean Race

The U. S. Naval Academy's yawl *Swift* took first place among Class "C" boats in this year's sailing of the biennial 466-mile Newport to Annapolis Ocean Yacht Race.

In Class "A" competition the Academy's sloop *Highland Light* was third. The Navy had no Class "B" entry.

Two privately-owned yawls, *Baruna* and *Bolero*, were first and second, respectively, in the Class "A" event, the former being awarded the fleet prize, the Naval Academy's Blue Water Bowl.

Academy Grid Schedule

The U. S. Naval Academy's annual gridiron clash with the U. S. Military Academy will be staged at Philadelphia 1 December. The Army-Navy contest will climax a nine-game Annapolis schedule to commence 28 September when the midshipmen 11 invades the Yale Bull Dogs' bowl at New Haven, Conn.

Other games on the Navy slate are: 6 October, Princeton at Annapolis; 13 October, Rice at Houston, Tex.; 20 October, Northwestern at Evanston, Ill.; 27 October, Pennsylvania at Philadelphia; 3 November, Notre Dame at Baltimore; 10 November, Maryland at Baltimore; 17 November, Columbia at New York.

SIDELINE STRATEGY

What, Leo Durocher is managing a Navy baseball team? Right, but not *the* Durocher. "The Lip" still manages the New York Giants. It's another Leo Durocher who is guiding the destinies of a team at the U. S. Naval Gun Factory, Washington, D. C.

* * *

King of Hawaiian Islands cinder tricks is 23-year-old Gene Haynes, AT2, USN, of Air Transport Squadron Eight at Hickham Air Force Base, Oahu.

Joining the Navy in 1948, the young Californian brought with him a background of high school and college track experience which enabled him to turn in outstanding performances in Navy and Amateur Athletic Union meets around the U. S. before being transferred last year to Honolulu. In his first island competition he represented his squadron in the Hawaiian Track and Field Club meeting at Waikiki and took first place in the five-mile cross-country event.

Since his HT&FC triumph Haynes has been knocking Hawaiian track figures right and left as he continues to cover miscellaneous distance events from the 800-meter run to the four-mile relay in record time.

* * *

Navy and Marine Corps women of the 11th Naval District have come into their own. An exclusively female athletic league has been formed. It embraces seven major sports (softball, swimming, volleyball, basketball, bowling, tennis and

golf) and several minor ones. Team trophies, individual medals, letters of commendation from SecNav, and "M" and "N" sweater letters are in store for the winners.

* * *

A Marine recruit instructor of First Service Command, Camp Pendleton, Oceanside, Calif., shouldn't have much trouble putting his recruits through their paces. He is Cpl Oliver R. Davies, USMC, a former elephant trainer who once had a herd of 18 pachyderms. Appearing with Ringling Bros., Barnum and Bailey, and Clyde Beatty circuses, Davies staged one of America's fastest big-animal acts. Four of his elephants performed 32 tricks in 3½ minutes.

* * *

Word from Guam would lead you to believe the island is rocking under the impact of ash on horsehide and spiked feet pounding the base paths. Thirteen representative teams are battling for the island championship, and these plus intramural clubs are keeping the dust flying on nine diamonds. The senior loop has a total of 234 games scheduled.

* * *

The Amphibious Force Pacific Fleet baseballers won the 11th Naval District league tourney. They should also do well in track competition since they have Warren L. Walton, SN, USN, formerly of Donora, Pa., who was awarded a plaque as the outstanding athlete in western Pennsylvania in 1949, who holds the Western Pennsylvania Relays records for 100 and 220-yard dashes (9.6 and 21.5 seconds), and who has run the 220-yard event in other competition in 20.4, only a 10th of a second over the world record.—Ernest J. Jeffrey, JOC, USN



G. Haynes, AT2

The Military Sea Transportation Service

SOMETHING NEW and big exists in the Navy, and though it has existed for almost 2 years now, even some of the saltiest old chiefs are a little puzzled about it. It's the organization known as the Military Sea Transportation Service.

As one will note, the title isn't *Naval* Sea Transportation Service. The service, while run by the Department of the Navy, is for all the U.S. armed forces.

To get an idea of the size job MSTS is doing, consider these facts for a moment. During the first year of fighting in Korea, 98 per cent of all American troops involved, 99 per cent of 14,450,000 measurement tons, of all their combat equipment including tanks, artillery, jeeps, rations, etc., and 50 million barrels of aviation gas, diesel oil, jet fuel and other petroleum products were carried in ships controlled by MSTS.

Navy people who have heard something about this MSTS outfit have a lot of questions to ask. What kind of ships does MSTS operate? Do U.S. Navy sailors sail in them? If so, how many? What ratings? How about Waves? Nurses?

Those are reasonable questions. MSTS does have a lot of different aspects to it, and some of them



KOREA BOUND soldier strides up the brow of the MSTS transport which will carry him to the forward area.

haven't been sufficiently explained. First, about the ships themselves. . . .

Vessels operated by MSTS fall into three main categories: transports, cargo ships and tankers. But not all its ships fall into these categories. Four escort aircraft carriers belong to MSTS, and quite a num-

ber of small miscellaneous craft. Two hospital ships did come under administrative control of MSTS, but don't any more.

Of the 180 ocean-going ships that MSTS operates on other than a charter basis, 27 are *commissioned naval vessels*. Each of these is called "USS so-and-so," and is manned with the same type of crew that would man any other Navy ship—commissioned officers, warrant officers, CPOs and white-hat sailors.

Next on the list are approximately 86 *Civil Service-manned ships*. These prefix their names with the initials "usxs," for "U. S. Naval Ship." Most of these are former Army ships. Naval personnel serve in the Military Department of Civil Service transports, but don't run the ships themselves.

Then, there are 58 tankers which are *Navy-owned ships operating under civilian contract*. No Navy sailors on these; the crews are non-Civil Service merchant mariners.

In addition to its own fleet, MSTS is authorized to charter commercial ships, which are then known as *chartered vessels*. Often this is arranged on a basis known as "voyage charter," but more frequently a "time charter" is employed—usually



AWAITING HER QUOTA of troops, USNS Gen. M. C. Meigs is bolstered against winds by tugs in Seattle harbor.

for a period of three months. Chartered vessels operate with their regular crews and regular paint jobs. Nobody would know, by looking, that they had anything to do with the Navy. Other MSTs ships are painted gray, with blue and gold markings.

"Well," a person might ask, "how does all this affect me?"

About the only way all this may affect the man in the Fleet very directly is through the transports—the Civil Service-operated USNS group. Joe Sailor, serving in one of the commissioned MSTs ships, won't feel any different than he would serving in any other non-combatant Navy ship. He won't be serving at all on the contract-operated ships or the chartered ships. But with the *Civil Service-operated transports*, the picture is different.

These ships, to begin with, affect a great many Navymen very vitally through transportation of dependents. And more about that later. But also, if you're a commissioned officer, a medical officer, a chaplain, a nurse, a yeoman, a hospital corpsman, an electrician's mate or a ship's serviceman, you may someday serve on board one of these vessels.

A civilian master commands the Civil Service-operated MSTs transport, and a civilian crew operates it. But the Military Department—which includes the ranks and ratings mentioned—is a very important part of the setup. The Military Department, under its own Navy CO and executive officer, is responsible for passenger discipline as regards Defense personnel aboard.

MSTs got its official start on 1 Oct 1949, although an arrangement of that kind had been contemplated for a long time. The organization began operations with 92 commissioned ships formerly operated by the Naval Transportation Service. That constituted the entire MSTs fleet until March 1950, when 72 ships based in the continental U. S. were transferred to it from the Army. On 1 July 1950, 33 more Army ships—these based overseas—were taken over. In November 1950, the last of the Army ships—10 harbor craft and 11 other small craft based in Alaskan waters—joined the new organization.

In the transfer, uniformed Army personnel previously assigned to the Army ships were replaced with uniformed naval personnel. Civil Serv-



HOME AGAIN on rotation, veterans of First Marines prepare to debark from transport USS Gen. C. M. Randall. This is a Navy-manned, MSTs ship.

ice personnel serving aboard the ships suddenly found themselves associated with the Navy instead of the Army; otherwise, there was hardly a ripple created in the smooth course of their careers.

MSTs is organized much like a task fleet, operating directly under the Chief of Naval Operations. The Assistant Secretary of the Navy is responsible for procurement matters. Headquarters is in Washington, D. C., but there are four area commands and three sub-area commands, all widely scattered.

To get down to cases, the area commands are: MSTs Atlantic in New York City, MSTs Pacific in San Francisco; MSTs Europe, Atlantic and the Mediterranean in London, and MSTs Western Pacific in Tokyo. Sub-commands are located at Pearl Harbor, Seattle and New Orleans. There are approximately 25 smaller offices under the area commands.

All ships except the tankers are under the direct operational control of the area commanders. These commanders are responsible for detailed local control of the vessels assigned to their area and for maintenance, repair, supply and inspection of the vessels.

A chart of MSTs sea lanes make

the world look pretty well marked up. Such far-flung ports as New Castle, Melbourne and Freemantle in Australia; Tokyo, Manila and Singapore in the Far East; Trieste, Bremerhaven and Southampton in Europe, and Trinidad, Puerto Cabello and Guantanamo Bay in the Caribbean are all linked by MSTs routes.

Schedules aren't as fixed as routes are. But for passenger runs, they're pretty regular, at that. A typical schedule for the New York-to-Bremerhaven run would go something like this: Leave New York 14 June, arrive Bremerhaven 24 June, leave Bremerhaven 26 June, arrive New York 6 July. Then the ship would leave New York a couple of days later and do it all over again.

From 1 July 1950 to 1 July 1951, MSTs carried almost 20,000,000 measurement tons of cargo, over 1,500,000 passengers and over 100,000,000 barrels of petroleum products. Included as passengers were troops of half a dozen UN countries, dependents of military personnel, civilian defense workers, and approximately 200,000 DPs. (The displaced persons were transported under the auspices of the United Nations International Refugee Organization.) Approximately 85 per



TRAINING is continuous. Left: Seaman learns to plot a course. Right: Men operate two fire-fighting fog applicators.

cent of all cargo except petroleum was transported in chartered vessels, while most personnel was moved in MSTS transports. Most of the petroleum was hauled in Navy-owned tankers—some Navy-operated and some contract-operated.

It's in transporting personnel that MSTS runs into some of its worst headaches—and does some of its most soul-satisfying deeds. Crews of the big transports can tell many tales like that of the voyage when USNS *General W. G. Haan* brought 1,127 White Russian refugees to San Francisco. Many of the passengers had been homeless for more than 20

years. As the ship entered the Golden Gate at night, and passed under the lighted bridge, the various reactions of the joyful refugees carried over poignantly to the matter-of-fact crew.

On another trip, that ship moved Turkish troops from Iskenderon, Turkey, to the Korean area. Throughout the journey, the alert, intelligent Turkish personnel were a delight to the MSTS people. Though they had much to learn about American-style shipboard life, they were certainly willing to make the best of things. Their 60-year-old general said to them early in the voyage, "We shall

be fighting with Americans; let us learn to live and eat and *think* like Americans."

The cheerful Turks tried their best, but while aboard the ship they came somewhat short of learning to eat like Americans. They couldn't break their lifelong habit of devouring great amounts of bread. Every one of the men ate more than two pounds of it each day, which would be two whole loaves of the American-style product. The four bakers on board *General W. G. Haan* had to turn out almost two and one-half tons of bread each day to keep the passengers happy.

Somewhere near the middle of the China Sea, the Turkish general and his men expressed their friendship and appreciation in a very touching manner. As the climax of a little ceremony which they conducted, the Turks had their band play "The Star-Spangled Banner"—of which they hadn't known a bar a couple of weeks before.

USNS *Marine Adder*, a Civil Service-operated MSTS ship, can tell its tale of a dramatic rescue, too. It was nighttime in the outer harbor of Inchon, and 14 below zero. Around the hour of 2200 the OOD heard weird cries coming through the snow-filled darkness. Though the ship had been blacked out, the skipper thought that things warranted some illumination. Within seconds, the ship's searchlight had picked out a sampan—overloaded with men, women and children, and apparently sinking.

A lifeboat dropped into the sea, manned with eight volunteers. Soon



ABANDON SHIP procedures are practiced by crewmen who man their lifeboats. Frequent dry runs such as this prepare the men for the real thing.

it returned with 38 shivering units of humanity. The South Koreans, the last to leave the area during the Red advance, had hoped to flee southward by sea. But the wooden vessel they had purchased for the trip was strictly no-account. Water had risen in its bilges till the motor had flooded out. The hulk had been drifting swiftly and helplessly to sea in the tide.

Passenger accommodations in cases like these haven't been ideal, of course—although the passengers didn't complain. But aboard the big transports, accommodations are very good. They're right up there with what a big commercial passenger liner can offer. Personal welfare is watched over by chaplain, doctor and nurse, and the ship's serviceman has a supply of baby food. For the latest information on getting such transportation for your dependents upon overseas transfer, see *ALL HANDS*, September 1950, p. 55.

As will be seen in reading the item just mentioned, MSTs acts only as a carrying agent for the armed forces, and doesn't itself allocate or authorize space aboard vessels. MSTs is responsible only while the passengers and material are actually aboard the ships.

For complete information on how retired personnel and relatives (non-dependent) of naval personnel can get military transportation overseas, see BuPers Circ. Ltr. 70-50 (AS&SL, January-June 1950).

The job that MSTs has had to do in the past year has been tremendous. Five to seven tons of equipment has had to accompany each man to the fighting area and at least one ton per month has had to follow him there as long as he stayed. Each American infantry division requires 17,000 tons of equipment to begin an offensive and 580 tons a day to keep it going. Throughout the Korean campaign the task of moving almost all this material across the wide Pacific has fallen to MSTs. Also, MSTs has had the sad task of bringing war dead and some wounded, back to the United States.

That's a candid-camera picture of the organization known as MSTs, as it is today. It's a big and variegated outfit, but it runs as smoothly as the oil it carries. It's flexible, too. If the job next year or the year after is big or small, MSTs will be the right size to handle it.—H. O. Austin, JOC, USN.



EVACUATION from Hungnam was accomplished in part by privately owned cargo ships operating under MSTs. Commercial ships sail under a charter.



OFF TO FIGHT go group of doughboys on board USNS *Marine Lynx*. Below: USS *H. W. Butner* (TAP 113) sails beneath Golden Gate, heading toward west.



LETTERS TO THE EDITOR

Travel Allowance Payments

SIR: In accordance with Alnav 101 (NDB, 30 Sept 1950) the Comptroller General has ruled that enlisted members who voluntarily reenlist or extend their enlistments as authorized in Alnav 72-50 (AS&SL, July-Dec 1950) are entitled to payment of travel allowance and lump-sum payments for unused leave. Disbursing officers are thereby authorized to effect "otherwise proper payment" of such allowances."

Please tell me what is meant by the term "otherwise proper payment of such allowances."

Alnav 72-50 authorizes involuntary extensions of enlistments unless a man voluntarily extends or reenlists. It appears to me that if a member voluntarily extends for a period of one year, he may be entitled to travel allowance and lump-sum payments. Is this correct, or does that conditional statement rule out the payments?—T.G.T., YN3, USN.

• No payments of travel allowance or lump-sum leave are authorized on a one-year extension which became effective on and after 1 April 1951. However, on extension of two or more years the payment of travel allowance is authorized by Case 10 under Paragraph 4153 of Joint Travel Regulations. The lump sum payment for unused leave is never authorized on an extension of enlistment.

The term "otherwise proper payment of such allowances" means that the instructions contained in the BuPers Manual and the BuSandA Manual must be followed in determining entitlement to such allowances.—ED.

Assignment to Instructor Duty

SIR: My name was on the list for instructor duty in the NROTC program. Because I was attending school at the time, my orders were cancelled. The cancellation was supposed to be for six months but during that six months the Korean crisis occurred and I found myself overseas.

Now over a year has passed and I have had no word from BuPers concerning my assignment to instructor duty. Is this program being continued?—E.D.O., FTC, USN.

• Yes. A normal rotation of enlisted instructors in NROTC units is now being effected.—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

From USNR to USN

SIR: Can an enlisted Reservist on active duty ashore request a discharge for convenience of the government and ship over in the Regular Navy under broken service provisions? Can he request duty on board a ship in which his brother is serving?—J.D.R., YNT2, USNR.

• If you are eligible in accordance with BuPers Circ. Ltr. 8-51 (NDB, 31 Jan 1951), you may be discharged now for the purpose of immediate enlistment (or reenlistment) in the Regular Navy as YN3; or you may elect to wait and participate in service-wide competitive examinations for the purpose of qualifying for enlistment as YN2, or YN1.

The Navy's policy governing members of the same immediate family now serving together or who may subsequently request assignment to the same unit is covered by BuPers Circ. Ltr. 203-50 (AS&SL, July-December 1950). Members should be advised of the potential undesirability of such assignment from the viewpoint of their dependents if the unit is located or operating intermittently in a combat area.

In the implementation of this policy BuPers Manual C-5209(1), states: The Navy has no objection to members of the same family serving in the same ship. No assurance can be given, however, that members of the same family can be kept together indefinitely, nor is it practicable in all cases to transfer brothers from one fleet to another.

In regard to forwarding and disposition of such requests, BuPers Manual, Article C-5203(2) states: Individual requests from enlisted personnel requesting transfer should not be forwarded to the Chief of Naval Personnel except when disposition cannot be made by appropriate administrative command. Individual requests should be forwarded via official channels to the appropriate administrative command for consideration and final action.—ED.

NavCad Educational Requirements

SIR: In the April issue of ALL HANDS, you published information on educational requirements for Naval Aviation Cadet training. I would like some additional information.

I am not a high school graduate but I have passed the USAFI high school level general educational development test. I meet the standard classification test requirements. Can I enter the NavCad program on the basis of satisfactory scores achieved on the college level general educational development test and the education qualification test 2CX?—G.W.A. Jr., PNSN, USN.

• Yes. You meet the educational requirements for active duty enlisted applicants. For in-service purposes, satisfactory completion of the education qualification test 2CX is considered to be the equivalent of the two full years of satisfactory college work required for the NavCad program.

Since you meet the two college year NavCad educational requirement, your high school background and classification test scores are immaterial; however, satisfactory completion of the USAFI high school level general educational development test is considered to be the equivalent of graduation from an accredited high school for all in-service purposes.—ED.

Commissions In Supply Corps

SIR: I would like some information on the qualifications required of an enlisted man in the Regular Navy who applies for a commission in the Supply Corps. Is such an applicant eligible for a commission in the Regular Navy, in Naval Reserve, or both?—L.E.B., SA, USN.

• A program has been established for appointment of qualified enlisted members of the Regular Navy to commissioned grade in the Supply Corps, USNR. There is no program currently open to such candidates for Supply Corps, USN. The requirements call for a baccalaureate degree from an accredited college or university (four-year course), with at least 45 college semester (67 quarter) hours of credit in one (or a combination) of the following subjects: economics, commerce, business administration, or textile engineering; or a master's degree or doctorate in such fields. The provisions of this program are outlined in BuPers Circ. Ltr. 17-51 (NDB, 15 Feb 1951) and BuPers Circ. Ltr. 179-50 (AS&SL, July-December 1950).—ED.

From Marines to Navy

SIR: Having at the present time over four years Marine Corps service I am contemplating enlisting in the Navy when my enlistment expires.

If I am accepted for enlistment in the Navy following discharge from the Marines as a sergeant, would I be enlisted as a petty officer third class?

As I am now doing disbursing duty, would the Navy place me in disbursing work?—C.D., SGT, USMC.

• *Answers to both your questions depend on prevailing conditions. After your discharge from the Marine Corps you should submit a formal written application at the nearest Regular Navy Recruiting Station in order to determine both your eligibility and the pay grade in which you may be enlisted.*

Currently ex-sergeants with no previous Navy service (and ex-petty officers third class with broken service) are eligible for enlistment in the Regular Navy in pay grade E-3.

No promise or assurance is given an applicant that he will be assigned to any particular detail or duty, but the Navy makes every effort to assign a man duty commensurate with his abilities.—Ed.

Leave for Reservists

SIR: I'd like to know if the reserves who have reentered the service were advanced 30 days' leave regardless of the time of reentry into the service. I came on duty in August 1950. Will I receive only what I earn, that is, the customary two and one-half days per month, or will I receive an additional number of days' leave—A.E.T., HM3, USNR.

• *Reservists are not advanced 30 days' leave at the time they reenter the service. All personnel, USN and USNR, are entitled to leave at the same rate of two and one-half days per month, as provided in Article C-6102(1) of BuPers Manual.*

Leave in advance of accrual may be granted only as provided in Articles C-6302 and C-6304 of BuPers Manual 1948.—Ed.

Requesting a Transfer

SIR: I would like a little information about transferring to another shore station or to sea duty. I have been stationed in an auxiliary air station in California for eight months.—L.R.M., AN, USN.

• *You may submit a request for a transfer via the chain of command and Com 12, your administrative commander. Article C-5203, BuPers Manual, 1948, has the information on this. Possibility of having your request approved will be improved if you first complete 12 months at your present duty station.—Ed.*



ONLY FLAG to fly over ensign, church pennant is not usually flown on weekday.

Flying Church Pennant

SIR: Should the church pennant be flown on a working day, such as Good Friday, during divine services? If so, should all unnecessary work and recreational activities be discontinued for that period?—E.F.H., QM1, USN.

• *The church pennant ordinarily is not flown during weekday services, and work and recreational activities continue as usual. However, on special occasions of the Christian year (such as Good Friday) the church pennant is usually flown, and unnecessary work and recreational activities are discontinued during the services.—Ed.*

Duty in Hawaiian Islands

SIR: Does duty ashore in the Hawaiian Islands count as sea duty for rotation and for purposes of promotion?

One lieutenant, having been at sea from 1945 to 1949, was stationed at Oahu for two years and then was informed he would be considered for shore duty after a normal tour of sea duty. Another lieutenant requested sea duty in order to qualify for promotion and was told he would be sent to Oahu so that he would be eligible for selection next year. What's the story? What is the present average sea-to-shore rotation of lieutenants?—A.C.P., Lt, USN.

• *According to Article C-5102, BuPers Manual, "desirable locations are considered the same as shore duty in the United States," for rotational purposes.*

BuPers considers duty in Com 14 and duty ashore in the Hawaiian Islands as shore duty for officers for rotational purposes and sea duty for promotional purposes.

Before the Korean conflict, officers in your category could normally expect rotation on the basis of three years at sea and two years ashore.—Ed.

Commissions for Enlisted Women

SIR: Please advise me if the Navy is now considering applications or officer candidate school from enlisted women in the Naval Reserve. What are the requirements for qualification and the age limits?—D.C.S.R., AE11, USNR(W).

• *The qualifications and procedures for enlisted women on active duty to follow in applying for appointment to commissioned grade in the Line and Supply Corps, USN, are outlined in BuPers Circ. Ltr. 173-49 (AS&SL, July-December 1949, p. 170).*

Details of a program for enlisted women on active duty to apply for appointment in either Line or Supply Corps, USNR, is contained in BuPers Circ. Ltr. 102-51 (NDB, 30 June 1951). Selected candidates will be appointed ensigns and ordered to indoctrination school at Newport, R. I., for eight weeks. Classes have been scheduled to convene in October 1951 and April 1952. To qualify, a candidate must have reached her 21st birthday but not her 27th birthday, hold a baccalaureate degree (four-year course) from an accredited college and establish her physical fitness and aptitude for naval service. Mathematics, a former requisite, has been eliminated.

The deadline date for receipt of applications in BuPers will be 15 August for the October class, and 15 February for the April class.

For more information concerning these programs and your eligibility to apply, it is suggested you contact your commanding officer.—Ed.

V-13 Program Suspended

SIR: Is there a program that allows an SR or SA in the Naval Reserve to volunteer for active duty for a period of two years?—R.E.P., SR, USNR.

• *There was, but it was suspended 5 Jan 1951. It was the V-13 program, which allowed members of the Naval Reserve in pay grades E-1 and E-2 to volunteer for active duty for a period of 24 months.*

Members of the Naval Reserve, of course, are being called to active duty. Information in regard to this, such as recruit training and assignment, can be obtained from the commandant of your naval district.—Ed.

It's a 40-mm. Round

SIR: To settle a discussion, please advise the correct terminology to describe an unfired completely assembled round of 40-mm. ammunition. Which is correct: a 40-mm. projectile, or a 40-mm. cartridge?—S.J.O., QMC, USNFR.

• *The correct description would be a "40-mm. round."—Ed.*

Entitlement to Sea Pay

SIR: Alnav 119-50 states that sea pay will not be credited while on leave in the U. S. "pending determination of entitlement." Paragraph 3 (a) of Alnav 119-50 explains, however, that sea pay will be credited as long as personnel concerned are attached to a vessel in full commission, except when on temporary additional duty ashore for more than 15 consecutive days.

The present procedure on board this ship is to check sea pay for periods involved when order to credit leave rations is given. Can you give us the word on this matter?—J.T.H., YNC, USN.

• *Current regulations based on Comptroller General decision B-100165, 22 Mar 1951, provide that sea duty pay will not be credited while a member is in the U. S. for leave or hospitalization. This decision is the "determination of entitlement" mentioned in Alnav 119-50 (NDB, July-Dec 1950).*

Additional information is contained in Military Pay Instruction Memorandum 8, para 9d (1)(d).—Ed.

Counting Travel as Leave

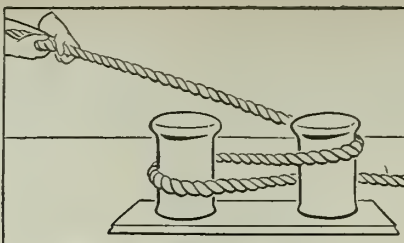
SIR: I would like to know if 72 hours spent at a rest camp is to be counted against terminal leave. As an example, 30 men left the ship at 0800, the 7th of the month and returned at 2200 the 9th. Twelve hours of this time was spent in travel to the rest camp location. The commanding officer stated this absence will be counted as two days' leave. Please enlighten me on this subject.—V.O.H., YNT1, USNR.

• *Based on the computation outlined in Article C-6313 BuPers Manual, the commanding officer is required to count the authorized absence as two days' leave. Travel time cannot be granted (Art. C-6311), and the absence cannot be classified as liberty (Art. C-6315).—Ed.*

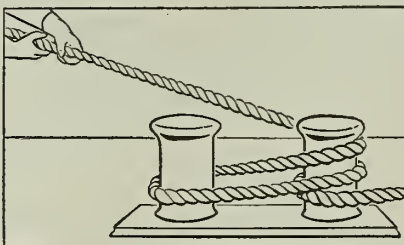
No Billets Open in AFRS

SIR: I am interested in the possibility of duty with the Armed Forces Radio Service in the capacity of announcer. I have had some experience in this field. Does the Navy offer a training course for this type of work?—R.W.P., RDSN, USNR.

• *At the present time, no training course for this activity exists and requests for this type of duty are not currently desired. However, if additional Navy personnel are required in the future, the Bureau of Naval Personnel will issue a directive on the subject. Such a directive would outline requirements and the procedure for requesting the duty.—Ed.*



METHODS of securing lines to bitts vary. Most prefer above. Below: Approved for towing, but rather slow for handling.



Securing Lines to Bitts

SIR: The picture on the cover of the April 1951 issue of ALL HANDS shows three seamen securing a line to bitts. The standing part is being led outside the bitts to the far pillar from the strain.

The latest issue of *The Bluejackets' Manual* shows the standing part being led between the pillars with the first turn around the far pillar from the strain.

At one point in my naval career I was taught to make a round turn around the first pillar of the bitts from the strain prior to making the figure eights. Which is the preferred method?—P.V.C., LT, USN.

• *The method you were taught is rather slow for heaving in and paying out. It's the approved method for towing, however, because it reduces the chances of the bitts' platform being torn off the deck.*

The method of securing mooring lines to bitts is usually left to the boatswain's mates in charge of the heaving around details. Most of them prefer to use a half turn instead of a round turn and to start the first turn around the bitt located farthest from the standing part.

The way the recruits in our cover picture had been taught to secure a line around bitts and the method shown in the BJM is just about the same. The standing part of the line the recruits are handling had led forward—right out of the picture. Someone walked it aft to get it into the picture.

Getting back to the matter of tearing the bitts' platform off the deck—it's easy to see how putting all the strain on the forward pillar would tend to lift the platform right off the deck, the laws of mechanics being what they are.

A good illustration showing a line around bitts is provided in Knight's Modern Seamanship. This shows a hawser secured ready for towing.—Ed.

Devices on Raincoats

SIR: According to recent regulations I understand that naval officers will be required to attach cloth shoulder straps to top coats and raincoats on which will be pinned devices denoting rank. These devices are required to be of a size and design similar to those worn by Marine Corps officers. (1) What devices will Navy commissioned warrant and warrant officers use?

(2) Has the word been passed that CEC warrant officers must change their devices from the CEC device to the square?

(3) Has the use of numerical designators become standardized in place of alphabetical classifications? I am told that chief carpenter (CEC) is a line rank and the new designator number is 7796. (4) When did this system go into effect? (5) Will each officer be informed officially?—C.G.B., CHCARP, USNR.

• (1) *Commencing 1 July 1952, commissioned warrant officers and warrant officers will wear metal insignia similar to that of Marine Corps warrant officers on raincoats and aviation winter working overcoat. (BuPers Circ. Ltr. 63-50 AS&SL, January-June 1950). Information on the exact design will be announced in the near future.*

(2) *By law, Chief Carpenters and carpenters are line officers. The corps insignia prescribed for carpenters is a carpenter's square. However, the case of CEC warrant carpenters, with different qualifications, is now under study.*

(3) *The use of numerical designators is standard. (4) BuPers Circ. Ltr. 33-50, (NDB, 15 Mar 1950) promulgated the use of numerical designators to replace the letter classifications.*

The qualifications folder of each USNR commissioned warrant and warrant officer was reviewed to determine his correct designator. Persons with your type of qualifications were assigned designator 7796.

(5) *Commandants of each naval district were advised of the new designator for each officer residing within the district. Officers were not individually advised of their new designators.—Ed.*

Folding the National Ensign

SIR: This is in regard to your answer to W.L.H., QM3, USN, (ALL HANDS, February 1951, p. 28). You say that the national ensign should be folded with the union jack inside. Pages 205 and 206 of the *Landing Party Manual, United States Navy, 1950*, aren't in agreement with you.—T.A.C., LTJG, USN.

• *You're right, and so is the Landing Party Manual. The ensign should be folded with the union outside.—Ed.*

Transferring to USN at Same Rank

SIR: I was discharged from the Regular Navy as a second class petty officer to accept a commission in the Naval Reserve.

Will there be a program in the future for submitting an application for transfer to the Regular Navy in commissioned status?—G.A.L., LT, USNR.

• *The transfer program under the provisions of Public Law 347, 79th Congress, has been closed, with the exception of the Nurse Corps and certain officers who were initially commissioned under the provisions of Public Law 729, 79th Congress, and who were considered for retention in the Regular Navy during calendar year 1950 but were not retained.*

There are no plans at present to put such a program into effect again. However, should the requirements of the service make it necessary to transfer additional officers, wide publicity will be given the program.—Ed.

Absentee Pennant

SIR: Please settle a question that has come up on board my ship. We have a rear admiral on board this flagship who recently went on leave. His flag was hauled down, but his chief of staff is still on board. Should we fly the chief of staff's absentee pennant even though the admiral's flag is not flying?—J.B., QM1, USN.

• Yes. Navy Regulations, 1948, (Art. 2176) prescribes an absence indicator for the chief of staff which shall be displayed as described during his absence whether the admiral's flag is flying or not.

Your question also poses the familiar argument about absentee pennants in which a commanding officer of a ship is absent from his ship for more than 72 hours. Should the third repeater be

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *Fleet Reserve Association:* Composed of temporary officers and enlisted men of the U.S. Navy and U.S. Marine Corps who are still serving in the active Navy and Marine Corps, together with those who have served 16, 20, or 30 years in active service, or on the Reserve list or retired, will hold its 24th national convention at Jacksonville, Fla., on 1, 2, and 3 Sept 1951. In BuPers Circ. Ltr. 100-51 (NDB, 30 June 1951) commanding officers are authorized to grant regular leave, if practicable, to temporary officers

and enlisted personnel who are members of this organization and who desire to attend.

• *USS Kidd (DD 661):* The third annual reunion of members of this ship will be held on 21, 22, and 23 Sept 1951 at the Hotel Secor, Toledo, Ohio. For detailed information, contact Frank L. Moses, 4531 Burnham Ave., Toledo, Ohio, or USS Kidd Association headquarters, 310 East 8th St., Kewanee, Ill.

• *5th Naval District Shore Patrol:* The third annual reunion of this unit will be held 22 Sept 1951 at the John Marshall Hotel, Richmond, Va. Interested personnel should contact Captain R. E. Claytor, president, care of Police Department, Richmond, Va., or L. W. Cobb, 2203 Edwards Ave., Richmond, Va.

flown to indicate his absence or should it be flown to indicate the temporary absence of the ship's executive officer? The answers are "no" and "yes," respectively.—Ed.

Change to Hospital Corpsman

SIR: I would like information on how to become a hospital corpsman in the F.M.F. I am now a seaman, assigned to duty in the United States.—J.M., SN, USN.

• *There would be two steps involved for you in obtaining duty as a hospitalman with the Fleet Marine Force: first, a change of rate to HN and, second, assignment as an HN to the desired duty.*

As an SN attached to an activity of the shore establishment, desiring a change of rate to HN, you should submit a request via the chain of command

and the Bureau of Medicine and Surgery to BuPers, for assignment to a Naval School, Hospitalman, Class "A," located at naval hospitals in San Diego, Great Lakes, Portsmouth, Va., or Bainbridge, Md. Personnel accepted for this training, normally must have a combined GCT-ARI score of 100. They must have 18 months' obligated service from the date of enrollment in the school.

In addition, they must have normal color perception and have been found temperamentally suited for HN duty by a medical officer.

Graduates of this school are normally assigned to a naval hospital for a one year tour. After this period of indoctrination, they are assigned in accordance with the needs of the service.

Personnel desiring particular duty should submit their request before they complete their tour of duty at the hospital.—Ed.

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TODAY'S NAVY

Under Secretary of the Navy Dan A. Kimball Is Nominated to Succeed Francis Matthews as SecNav

Dan A. Kimball, Under Secretary of the Navy, was nominated by President Truman to succeed Francis P. Matthews as Secretary of the Navy. Mr. Matthews has been nominated by the President to become U. S. Ambassador to Ireland.

Mr. Kimball, a native Missourian, began his Navy "career" in 1949. In February of that year he became Assistant Secretary. In May 1949, he was appointed Under Secretary.

During World War I, he was an Army Air Corps pilot and was separated as a first lieutenant. Shortly after his separation, he became associated with the General Tire and Rubber Co., eventually managing the affairs of that company in 11 western states.



Mr. Kimball

In 1944, he was placed in charge of the Aerojet Engineering Corp., subsidiary of the company. Later he became a vice president and director of the General Tire and Rubber Co.

As head of the Aerojet Engineering Co., Mr. Kimball played a leading role in the development of rockets and other modern means of propulsion.

Mr. Matthews became SecNav on 25 May 1949. He has had a long and varied career as an attorney and has been active in banking affairs and welfare work.

Mr. Matthews is one of the founders of the U.S.O.

Since 1941, Mr. Matthews has been a director of the U.S. Chamber of Commerce and was chairman of the Chamber's committee on Socialism and Communism for several years.

← The Navy in Pictures

HOMEWARD BOUND, USS *Philippine Sea* (CV 47), with Air Group 2 aboard, sails into San Francisco Bay after a year's duty in Korean waters (top right). Top left: Miss Jan Stewart, selected "Miss Blockade" by a DesDiv, gets a corsage from a crew member of USS *English* (DD 696). Lower left: A Marine Corps honor guard somewhere in the Far East raises Old Glory on Flag Day 1951. Lower right: These salty songsters, the "Anchords," represented the Navy in a nation-wide singing contest. Right center: One of the first Waves to enlist under the new 18-year-old rule, comely Patricia Schwass of Detroit signs up at Great Lakes, Ill.

YESTERDAY'S NAVY



Japan surrendered formally to Allies on board battleship *Missouri* in Tokyo Bay on 1 Sept 1945; 2 Sept proclaimed as V-J Day. Frigate *Constellation* launched 7 Sept 1797. *Constitution* launched 20 Sept 1797.

SEPTEMBER 1951

SUN	MON	TUE	WED	THU	FRI	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						



A BAG OF WIND, with Seaman Sam Jones at its business end, is used to sound a unique reveille for trainees at Navy's Journalist School, Great Lakes.

Academy Alumni Day

Alumni of the U.S. Naval Academy, Annapolis, Md., will stage another "Alumni Day" and homecoming reunion the weekend of 5-6 October.

The celebration, reinaugurated last October, will feature the Navy-Princeton football game, scheduled for 6 October.

Applications are being sent to all members of the Alumni Association. Non-members may obtain applications from the Headquarters of the National Association at Annapolis, from their class secretaries or from their local chapter of the Association.

Alumni desiring to attend should send in their applications as soon as possible. Because of the limited capacity of Thompson Stadium, those who want to attend the homecoming game should send applications for tickets to the Naval Academy Athletic Association at an early date.

Bluejacket—GI Exchange

Previous experiments in sailor-soldier exchanges have resulted in a new exchange plan for sailors of Amphibious Group Three and Eighth Army soldiers in Korea. Equal numbers of GIs and bluejackets take each other's billets for three-day periods so each can learn something about the other's existence.

To start off the new system, 60 sailors on board *uss Eldorado* (AGC

11) took the place of 60 Eighth Army soldiers, who boarded *Eldorado* for three days.

Quartered with a unit of Puerto Rican soldiers, the sailors spent their nights in tents or shelter-halves.

When they returned to their ship, the sailors reported the Army food was very good and the morale of their brothers-in-arms high.

The Army men, delighted with the ship's hot showers and other facilities, concluded Navy life must be pretty good, too.



24-FOOT LETTER from the folks is read by John "Buddy" Helm in a spare moment aboard *USS Bairoko*.

Navy Acquires Army Fort

Fort Adams, historic Army landmark familiar to the many thousands of sailors who have visited the Newport, R. I., area during the past century and a half, has been acquired by the Navy.

The Revolutionary War fortification site had become antiquated for practical Army use, but it remains strategically important to naval operations because of its commanding position at the entrance to Newport Harbor and the Narragansett Bay area.

Although first established in 1776 as a defense against a British sea invasion of Newport, the fort failed to prevent the Red Coats from occupying the town and was burned when the English forces evacuated the region in 1779.

In 1799, the land was deeded to President John Adams, and a new 12-gun fort was erected and named in his honor. Gradually throughout the 19th century the fort was enlarged to accommodate 468 guns and housed sufficient personnel to man them.

Japs Surrender After Six Years

Almost six years after the surrender of their homeland, a group of 18 Japanese holdouts living on Aotahani Island, 70 miles north of Saipan, finally threw in the towel. They surrendered to a Navy expedition organized at Saipan.

The group, composed of soldiers, sailors, fishermen, and civilians in the military service, are survivors of the original group of 33 who were stranded when their three small cargo vessels were sunk in the island's harbor by American planes in 1944.

Picked up by *uss Cocopa* (ATF 101), they had a strange story to tell. Among the original 33 survivors, five deaths resulted from disputes. Others were victims of accidents such as drownings. The group set up their own self-rule government which included court trials. A murderer was condemned to death at one of these trials.

For their calendar they used the metal scrap from a crashed B-29. They drew in the dates with charcoal. Their bill of fare consisted of lizards, bats, sharks and tropical fruits.

When the U.S. Navy party went ashore they found the group lined

up in formation. Their rifles, encased in B-29 inner tubes and further wrapped in palm fronds, were handed over to their rescuers with solemnity.

Boarding *Cocopa*, some of the Japanese had boxes of ashes of their deceased companions strapped to their backs.

About a week previously, an engineering petty officer of the ex-Japanese Imperial Navy had turned himself over to a similar expedition which brought letters and photographs from the holdouts' relatives. These letters, 200 in all, urged them to surrender.

Naval Aviation Display

An exhibition, "Naval Aviation in Review, 1911-1951," is now being held at the Truxtun-Decatur Naval Museum, Washington, D. C., under the sponsorship of the Naval Historical Foundation, which operates the museum.

Commemorating the 40th anniversary of the Navy's first aircraft purchase, the display depicts the means by which aviation has been taken to the sea and made an integral part of naval operating forces.

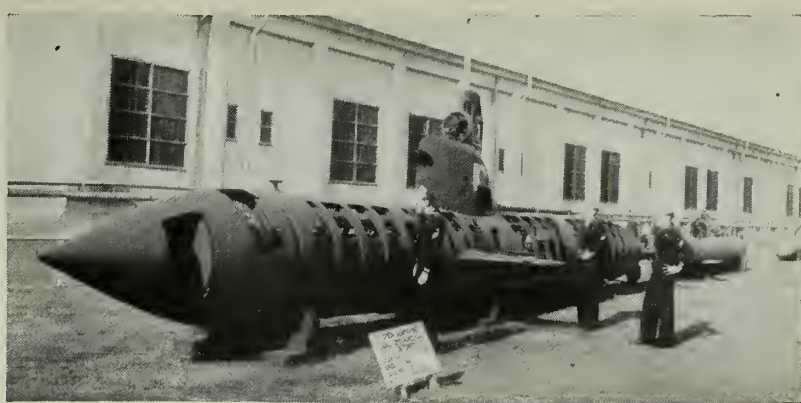
The exhibit will continue until 23 September. The next exhibit—the sixth since the museum opened in May 1950—will show the "U.S. Coast Guard in Review, 1798-1951."

Flight Safety Award to VR-3

Air Transport Squadron Three, largest of the three Navy squadrons flying with the Military Air Transport Service, has been presented with the "Meritorious Achievement in Flight Safety Award." This award is one of the 12 presented semi-annually by the Air Force to the deserving units of the Air Force and to Navy squadrons assigned to MATS.

A bronze and mahogany plaque, symbolizing the award, was presented to the squadron during a personnel inspection at the squadron's base at Moffett Field, Calif.

This award represents over 12,000 accident-free flying hours logged by VR-3 aircraft during the period from 1 July to 31 Dec 1950. During this period the squadron operated scheduled flights to the Alaska-Aleutian Area, cargo flights to Japan and air evacuation flights from the Far East and across the continental United States.



MIDGET SUBMARINE—This miniature U-boat carried two small torpedoes and required a crew of two or three. Japan had 250 of these subs.

Jap Suicide Weapons on Display at Yokosuka

When your ship docks at Yokosuka, Japan, and the liberty party walks its way through the U.S. Fleet Activities yard heading toward town, you can make a close examination of two suicide undersea craft of the Imperial Japanese Navy.

Just inside the main gate we see the submarine *Kairyus*, "Dragon of the Sea." It was first built in 1934, and the one we see is a later model built at Yokosuka Naval Repair School.

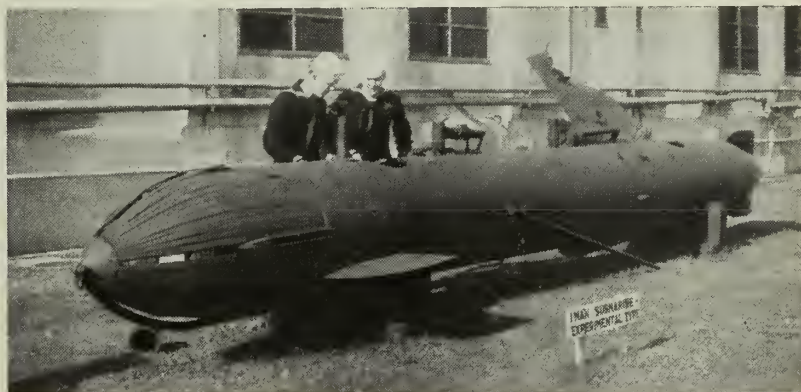
The *Kairyus* carried two small torpedoes located in the hull. Complement was for two or three men according to design. Due to slow speed and limited radius of action, it was used mostly for coastal defense. Almost 200 of other types of submarines were found in Japan at the end of the war in addition to the 250 *Kairyus*-type, completed or nearly completed, and many more under construction.

When production of torpedoes

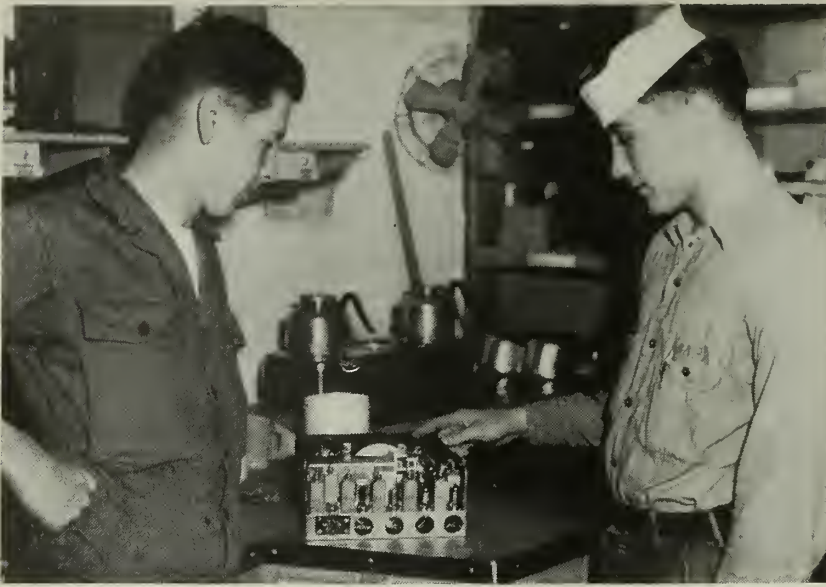
proved too slow, some were equipped with bow warheads packed with 1,320 pounds of explosives.

When the progress of the war became less favorable to the Japanese in 1944, a "one-man suicide torpedo" was produced by the Kure Navy Yard. In some instances escape hatches were removed or omitted from one of the two types of the smaller *Kaitens*—the one you see on display to the right of the larger *Kairyus* model. This one-man torpedo was capable of 30 knots speed. It was primarily designed for offensive purposes and carried 1.55 tons of explosives and could be launched from other vessels.

A second class, which carried a crew of two men, and designed for coastal defense, was capable of 40 knots speed. It carried 1.8 tons of explosives. Production was begun in 1945 but almost none were completed.—O.S. Roloff, JOC, USN.



HUMAN TORPEDO—This baby could make 40 kts., carry 1,320 lbs. of explosives besides 2 men. Escape hatch was built in, later removed.



OPERATION SWAP—One of 10 soldiers from the Seoul area who changed places with sailors of USS *Toledo* gets word on Navy electronic equipment.

Two Millionth USAFI Course

A Navy chief enrolled in the two millionth USAFI course, marking another milestone in USAFI's nine-year history.

Gail E. Wilkes, ETC, USN, assigned to the Potomac River Naval Command, enrolled in a course in English composition—the record-making two millionth.

Last March the number of enrollments and lessons received was greater than in any single month since the peak of war-time activity in 1945. Almost 15,000 enrollments for self-teaching and correspondence courses were received and over 19,000 lesson sheets were submitted.

Fighting Dock Off Korean Coast

We've got a fighting dock in Korea. Operating off both coasts for over a year, USS *Comstock* (LSD 19) is now assigned to ComServPac.

The ship is unusual because of its strange appearance and function. It carries a huge dry dock between what appears to be two separate hulls. Small boats are taken into this floating, self-propelling dry dock for transport or repairs.

How is this done? Ballast tanks are filled with sea water, causing the LSD to submerge partially. It is then an easy matter for a ship needing repairs to float in through the stern gate at the after end of the vessel. When the well deck is loaded, water is forced from the ballast tanks

and the LSD rises, bringing the damaged craft out of the water.

Comstock can carry as many as 30 LCVPs or 18 LCM(6)s in the well deck of the dry dock. Once a destroyer escort was in dry dock in *Comstock*. In warmer, more peaceful waters, *Comstock* sometimes proves her versatility by doubling as a swimming pool.

Her crew members don't restrict themselves to ship repairs, either. When the minesweeper *Partridge* struck a mine off the coast of Korea, *Comstock's* crew rescued survivors.

Prairie State Makes Cruise

The world's largest floating armory, USS *Prairie State* (IX 15), cast loose her moorings and went for a cruise—the first in 15 years.

An ex-battleship (*Illinois*, BB 7), the huge armory has lain in New York's North River, long secured to a bulkhead near the northern tip of Manhattan where she acted as training vessel for members of the Naval Reserve and New York State Naval Militia.

Her brief cruise was moving to a berth on the East River in downtown New York—and she had to be towed since she no longer is self-propelled.

Up to 1924, *Prairie State* was one of the fighting units of the post-World War I Navy. While many of her sister ships were scrapped as a result of the Washington Naval Disarmament Conference, *Prairie State*, as a training vessel, was spared.

She was rendered unfit as a fighting ship, and a huge barnlike structure was erected on her main deck to serve as a drill hall.

Commissioned 50 years ago at Newport News, Va., as an 11,500-ton battleship, the former *Illinois* had a proud, peaceful history. Her guns were never fired in combat. During the coronation of King Edward VII she participated in the great naval review off Spithead, England. When the remains of John Paul Jones were brought to the United States she served as escort vessel. When she was six years old she took part in



TANK MANEUVERS near Mannheim, Germany, brought out landing craft of the Navy's Rhine River Patrol. Currents in the river made beaching tricky.

the famous around-the-world cruise of 1907-09.

Her last sea-going cruise was in 1922, when naval militiamen sailed the battleship to a foreign port for the first time with one of their own in command.

The ship was moved for reasons of economy. It cost less to tow her to a new berth than it would have cost to repair the old North River bulkhead.

One advantage of the new berth is its nearness to rapid transit subway lines—which recruiters expect will boost membership in the Naval Reserve battalion training on the vessel.

The battalion, 800 at full strength, is undergoing a fast turnover. More than 700 members already have reported for active duty since the Korean crisis.

Rescue After A-Bomb

Rescue and recovery personnel can go into any area where there is still life “within minutes” after an air burst of an atomic weapon—without fear of contamination from residual (lingering) radiation.

This fact was determined at the latest atom bomb tests, held by Joint Task Force Three at Eniwetok, in the Pacific.

In a high aerial burst of an atomic weapon there would be no residual radiation. In a low air burst just above the ground’s surface the significant residual radiation would be confined to an area 300-400 yards in radius—an area of complete devastation.

For other information on radiation see ALL HANDS, December, 1950, pages 18 to 25.

Marine Hymn in Greek

The Greeks have the words for it. For the Marine Corps hymn, that is!

A native of Athens, Greece, wrote to Marine Corps Recruit Depot, San Diego, requesting the words and music of “your famous march, ‘From the Halls of Montezuma.’” To oblige their far-away fan whose family “would like to learn it by heart,” the Marines went all out to comply with the request.

Not only was the music supplied, but a Greek translation of the words was furnished by a music student of Greek extraction at nearby San Diego State College.



MINIATURE sub heads for a pier as a student officer (center) issues maneuvering orders. This training teaches officers ship-handling procedure.

Radio-Controlled Model Teaches How to Conn Sub

The SS 475 probably has more conning officers and undergoes more docking maneuvering than anything else that floats.

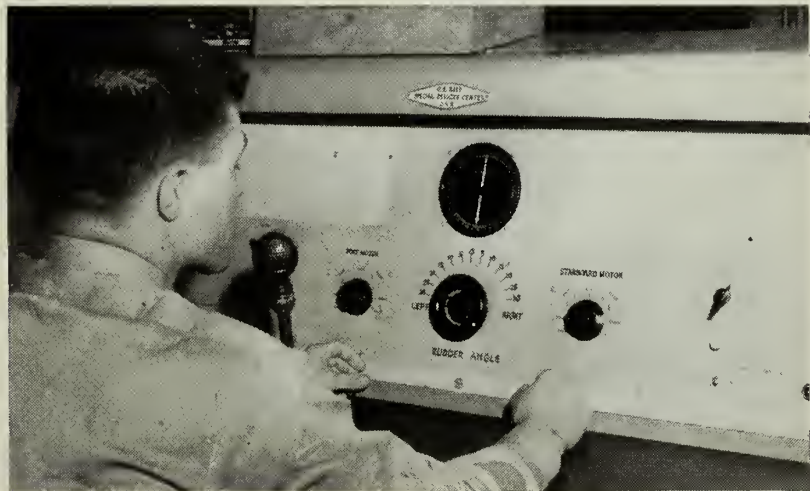
This craft, a seven-foot reproduction of a Fleet-type submarine, serves as a training device for student officers at the Submarine School, New London, Conn. Weighing 66 pounds, the radio-controlled SS 475 helps indoctrinate student officers in ship handling procedures before they actually conn a 1500-ton submarine.

The model “goes to sea” in a

steel tank 14 inches deep, 22 feet wide and 30 feet long.

A normal cruise consists of maneuvering the “boat” away from the finger piers that project out into the tank, sailing her the length of the tank and finally easing her alongside another pier.

This mooring and docking trainer, a project of the U. S. Naval Special Devices Center, has relieved the need of scheduling a real submarine for primary ship handling instructions.—Daniel R. Reilly, JO1, USN.



ORDERS called out by the conning officer are carried out by a student officer at panel which controls model’s engine speed and rudder angle.



AFTER restoring huts, grass areas, and doing some landscaping, the rehabilitated quonsets at NAS Agana, Guam, are now in trim livable condition.

Housing on Guam Reactivated After Five Years

Like most other installations in the Pacific, the naval air station at Agana, Guam, was practically deserted after World War II except for a few men necessary to maintain the station on a peacetime basis.

The fast-growing jungle undergrowth began in its inexorable way to press in on the wartime city of quonset huts which at one time or another had housed over 3,000 men.

After the fighting started in Korea, a tremendous influx of personnel arrived in Guam and made immediate action necessary to provide sufficient living quarters. At Agana a barracks rehabilitation program was started. It involved clearing the heavy undergrowth, repairing and improving the quonset huts and restoring the paths and grassy areas. Normally this is a public works function, but that

department already had a full work load.

An arrangement was then made for public works to provide plans, material and technical supervision while the station and "tenant" activities provided manpower. As an added incentive, men were detailed to work on their own living barracks whenever it was practicable. Results were greater production and higher quality work.

Within the huts, recreation areas were partitioned off from the living quarters. To combat Guam's climatic effect on personal gear, the standard Navy lockers were converted to "hot lockers" with an electrical outlet provided for each locker. The huts' interior and exteriors were painted white for lightness and to deflect the sun's rays.

The huts now look shipshape and provide comfortable living for the 12 men assigned each hut.



BEFORE reconstruction began, dense jungle growth and relentless sun deteriorated the quonsets into warped shells, making them almost inaccessible.

Program for Ready Reserve

The Navy and Marine Corps have undertaken a program to insure that the Reserve components will consist only of members who may reasonably be expected to be available for active duty in time of emergency.

Here are some of the steps to be taken in the new "readiness" program:

- Members who fall in three categories will be discharged or removed from the rolls through retirement or transfer to the honorary retired list, if qualified. In some cases, USNR officers may submit resignations. Enlisted personnel placed in suspended status will not be reenlisted. The three categories include:

- (1) All members who are physically unfit for active duty.

- (2) Individuals whose personal or community hardship has required their long-term deferment or would make their long-term deferment necessary in the event they are ordered to active duty.

- (3) Members whose employment in key billets in essential industries has required their long-term deferment on the basis of policies established by SecDefense or whose long-term deferment would be necessary in the event of an emergency.

- Reserve officers holding civil service positions which would require their long-term deferment are to be transferred to the Inactive-Status List.

- All officers and enlisted personnel who may not reasonably be considered available for active duty on 30 days' notice are to be removed from Organized status.

The following categories of Naval Reserve enlisted personnel (except Fleet Reservists and USNREV personnel) are to be placed in a suspended status:

- Enlisted Reservists to whom orders into active military service cannot be delivered without unjustifiable administrative effort and expense.

- Enlisted Reservists who fail to report in compliance with orders into active military service.

- Those found not physically qualified for active duty or for active duty for training.

- Those with more than three dependents—except those who submit a statement that a hardship would not ensue if ordered into active military service.

- Enlisted Reservists who are granted delays in orders into active



OIL PAINTINGS to 'No Smoking' signs are work of A. R. Williams, DMSN, USN, at Little Creek, Va.

military service totaling more than seven months for any reason, or to whom such extended delays would clearly be granted if the individuals concerned were ordered to active duty.

New Hospital for Guam

Guam will have a new permanent hospital of earthquake-typhoon-proof construction, according to plans worked out by the Navy's civil engineers in cooperation with the Bureau of Medicine and Surgery.

Construction work costing \$18,000,000 will begin late this summer on a four-story, 350-bed structure.

The new facilities will be used by personnel of the armed forces. Military personnel are now using temporary facilities operated jointly by the Navy and Guam Memorial Hospital.

Navy Mechanics Mend Humans

Aviation structural mechanics at Air Development Squadron One, Key West, Fla., spend their duty hours mending aircraft bodies. During their off-duty time, they are helping mend the bodies of children afflicted by infantile paralysis.

A great deal of time and effort is going into the design and perfection of braces to help the tiny polio victims, and the AMs have earned high praise from doctors and parents.

A trough-like splint was made for

one little girl. A body and leg splint was made for a 15-month-old boy. Back braces have also been built for use by those with fractured vertebrae. In addition, the men have constructed special exercise apparatus for use by the physical therapy department at the Key West Naval Hospital.

The inventive ability of these Navy men not only has made the lives of the children more comfortable but has also aided in their recovery and rehabilitation.

Singing Bluejackets

Four "barber shopping" bluejackets represented the Navy at the annual international convention of the Society for the Preservation and Encouragement of Barber Shop Quartet Singing in America, Inc., held in Toledo, Ohio, in June.

The trip was part of a plan to encourage Navy participation in group singing. The society has offered technical and personal assistance in promoting recreational singing among naval personnel. Commandants have been asked to take advantage of this offer which would enrich their recreation programs.

The four singers—John C. McDivitt, SN, USN; Lee Montanus, SN, USN; Cecil Weishaupt, SN, USN and Norman L. Coggins, SN, USN—call themselves the "Anchors." They have sung at church affairs, shows and dances. All have musical backgrounds. All are trombonists at the Navy School of Music, Washington, D. C., studying for eventual placement in one of the Navy's bands (see page 32).

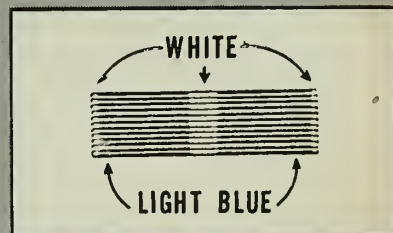
New, Light Engine for Subs

The latest development in diesel engines will soon be making its appearance in the Navy's newest attack submarines. This new diesel is a 16-cylinder, two-cycle type with four rows of four cylinders each. The cylinders branch out radially.

Mounted upright, the engine has been designed so that parts requiring most maintenance are readily accessible. This engine stands about 15 feet high and is of welded steel construction. It is the lightest diesel in its power range, its weight being half that of engines the Navy has been installing in submarines.

QUIZ AWEIGH

The French philosopher, Voltaire once said: "Judge of a man by his questions, rather than by his answers." In this quiz, however, the answers are what count.



(1) The decoration above is the (a) Navy Cross ribbon (b) Korean Service ribbon (c) Legion of Merit ribbon.

(2) The precedence of this award is (a) immediately following the China Service Medal awarded for service subsequent to 2 Sept. 1945 (b) immediately following the Marine Corps Brevet (c) immediately following the Medal of Honor.



(3) These men are (a) passing a line to a liberty boat (b) fishing (c) taking a sounding with a hand lead.

(4) They are standing in the (a) chocks (b) camber (c) chains.



(5) This small craft is for the official use of a (a) vice admiral (b) captain (c) rear admiral.

(6) It is referred to as a (a) launch (b) barge (c) gig.

ANSWERS TO QUIZ ON PAGE 53

SERVICESCOPE

Brief news items about other branches of the armed services.

* * *

OPERATION GREASEBALL has resulted in the development of a new lubricant by the Army that can be used in extremes of temperature ranging from minus 65 degrees Fahrenheit to plus 125 degrees F.

The Army Ordnance Corps' all-temperature lubricant performs equally well in tropic heat or Arctic cold. Replacing at least six different greases, it has been adopted for use on all Army vehicles and artillery.

To test the new lubricant in Operation Greaseball, a dozen two-and-one-half ton trucks were driven 20,000 miles in varying climates.

* * *

A NEW AND MORE RUGGED PARACHUTE is being tested by Army field forces to solve one of the problems resulting from the increased speed of aircraft. The new 'chute lessens the initial shock felt by parachute jumpers when their chutes open.

The parachute has a 30-foot canopy, two feet larger than the type now in use. Instead of being circular it is shaped like a soup bowl, with an extended skirt around the edge to cut down the pendulum-like motion now found in descent.

A new method of packing the 'chute eliminates most of the opening jolt. Paratroopers using conventional type 'chutes are plagued with strains, brief periods of unconsciousness and the loss of personnel gear not securely fastened.

* * *

SMALL FRONT-LINE PHOTOGRAPHS of newspaper quality may soon be available anywhere in the world five minutes after the pictures are taken if the new facsimile equipment, being developed by the Army Signal Corps, lives up to expectations.

The new gear will enable both graphic and text material to be reproduced automatically on mimeograph stencils, making hundreds of copies available in a short time.

Facsimile equipment which would reduce trans-

mission time to seven seconds for a 8½x10½ page and other machines accommodating copy larger than a two-page newspaper spread are also under investigation.

Signal Corps equipment that can handle copy 12 by 18 inches is now used to transmit weather maps to more than 250 weather stations throughout the country.

* * *

AN EMERGENCY WATER TREATMENT UNIT tested at Randolph Air Force Base, San Antonio, Texas, holds promise for thirsty men with polluted or undrinkable water holes on hand. Called an S-filter, it weighs 12 pounds and occupies less than a cubic foot of space. It can supply 50 to 100 men with drinkable water within 15 to 20 minutes.

Made of metal and operated by a hand pump, the unit is equipped with a hose which may be inserted into stagnant water. The water is pumped up through the unit and comes out pure after passing through a filter.

The hose carries a strainer which catches the algae and coarser foreign matter. Bacteria is subjected to a powdered chemical in the filter which forms a cake on contact with the water. This cake filters out other suspended matter and renders bacteria sterile and harmless.

* * *

"OH, MY ACHIN' BACK!"—that old, familiar phrase—may become a thing of the past if the Army's plans to lighten the soldiers' combat load by almost 65 per cent work out.

By using light weight metals such as titanium, weapons will be made much lighter. New pistols, a new rifle and new machine guns are being developed. The 3.5 inch bazooka weighs less than the original 2.36 inch model. The base plate of an 81-mm. mortar, fabricated from commercial titanium, weighs 24 pounds, compared to 45 pounds for the old steel plate.

Other innovations include a new entrenching tool, designed to replace the shovel, pick-mattock and axe, which will reduce the weight by three pounds, 14



STORM HUNTERS of the USAF Air Weather Service collect data needed for aircraft warning. Left: Big B-29 recon plane emerges from cloud bank after a mission. Right: Airmen use balloon, theodolite to determine wind velocity.



ARMY ENGINEERS—Savvy soldiers at the Engineer training center, Fort Belvoir, Va., learn to construct a pontoon-type steel treadway bridge. Center: Company 4 snaps to at formation. Right: Trainees roll out the barbed wire.

ounces. Eating utensils will lose almost one pound. A new aluminum-nylon helmet will save eight per cent in weight but will give 15 per cent more protection and new tropical boots will be three quarters of a pound lighter than the regular combat boot.

* * *

THE ARMY'S MILLION DOLLAR INVESTMENT in psychological warfare has really paid off in Korea. Almost one third of the 200,000 Chinese Communist and North Korean troops who have been taken prisoner can be credited to "Psywar."

Using aircraft, artillery shells, guided missiles and other methods of dissemination, more than 400 million leaflets have been spread throughout Korea, inducing the enemy to surrender and guaranteeing safe conduct, medical treatment, food and shelter.

Convinced by the statements of prisoners that thousands more would surrender if they could escape the

strict vigil of their officers and non-coms, the Army has hammered away with loudspeakers, more leaflets and improved means of getting the leaflets and broadcast messages to the communist forces.

Every effort was made to create dissatisfaction and dissension within enemy ranks, undermine military and civilian morale, and to convince the people that their leaders are wrong.

The Army emphasized the preponderance of military supplies and equipment backing up U.N. forces. It pointed out the absence of communist-promised air and artillery support.

Constant reminders to the enemy soldiers of their long absence from home and family have played an important part in inducing mass surrenders.

These highly encouraging results have proved to Army leaders that a steady, continuous and repetitious program of psychological warfare—utilizing a "propaganda of truth"—is well worth the effort.



WAR OF WORDS is being fought on the Korean front as a South Korean (left) appeals over a PA system to the Chinese Communists to surrender. An Army sergeant (right) loads leaflet bomb which will be dropped over enemy forces.

THE BULLETIN BOARD

555 Commissioned Warrants Advanced to W-3 and W-4; Directive Lists Selectees

A total of 555 commissioned warrant officers, both permanent and temporary, have been advanced to pay grades W-3 and W-4, as announced in BuPers Circ. Ltr. 106-51 (NDB, 30 June 1951).

Those selected for assignment to pay grade W-3 are CWOs with commissioned service from 1 Aug 1944 or earlier, and those with service from 30 June 1939 or earlier were assigned to pay grade W-4. They were drawn from both the Navy and Naval Reserve on active duty, and were recommended for the higher pay grade assignments by a selection board recently convened by the Secretary of the Navy.

In addition to the 555 advanced immediately, a waiting list of 316 of the selected commissioned warrant officers has been established for assignment to pay grade W-3 as vacancies occur in the presently authorized number of that grade. Officers serving in the grade of ensign or above will be assigned to pay grade W-3 at the same time as the assignment of those serving in CWO grades who have the same length of commissioned service.

Permanent commissioned warrant officers serving temporarily in the grade of ensign or above are not charged to the authorized numbers in pay grades W-3 and W-4.

The names of CWOs assigned to pay grades W-3 and W-4 are included in the circular letter. The assignments of those advanced immediately are retroactive to 23 May 1951 for pay purposes. The names of those on the waiting list are also included in the announcement.

The Chief of Naval Personnel will notify the officers on the waiting list by individual letter of the date of their assignment to higher grade.

Commissioned warrant officers, permanent and temporary, who are now serving in the grade of temporary ensign or above are not entitled to the pay or allowance of the assigned warrant grade while serving in such higher temporary rank.



USNH Oakland, Calif.

"I don't know . . . but if it's chow, pay, haircuts or liberty, I need it."

Hold Up That Request For Missile School

The waiting list of candidates for the Guided Missiles School, Point Mugu, Calif., has been discontinued by BuPers, and a new procedure for selecting candidates is now in effect. Men whose names were on this list are being notified of the change by individual letter.

Individual requests direct to BuPers for assignment to duty under instruction at the Guided Missiles School are not desired. Prior to the convening date of each class, BuPers will request ComServLant and ComServPac to nominate men of various rates and ratings required for the class convening at that time. When these nominations are received BuPers will make the individual selections for the school.

Those personnel who are not selected will not be retained on a BuPers waiting list.

Men selected for this school are ordered for duty under instruction on a non-returnable quota basis. Candidates for this school must possess the following qualifications:

- Must be a volunteer.
- Have a minimum of four years' active naval service.
- Have two years' obligated service upon entry into the school.
- Have one year continuous sea duty since last shore duty.
- Have a minimum GCT plus ARI test score of 115.
- Have clear records and be considered a good security risk.

For further information on this school see ALL HANDS, October 1950, p. 2.

Officers Must Submit List Of All Previous Stations Including Duty in Ships

To fill a growing need for information as to just how much of an officer's duty has been performed in sea-going ships, BuPers Circ. Ltr. 96-51 (NDB, 15 June 1951) requires all officers on active duty to submit a complete listing of all duties performed since date of first commission or warrant to 1 July 1951, together with a summation of the number of months in each cruise which were "in a ship."

The Officers Data Card (NavPers 340) has recently been revised and now contains a column marked "Check if in Ship." It is desired to utilize this column to obtain the information contained above.

In order to simplify the problem, where alternate periods were performed on ship and on shore—such as underway training command or aviation squadron attached to a carrier—such periods may be classed as duty in a ship.

The date for submission of the first Officer Data Card this year is as soon after 1 July as possible. The information required on this card must include a complete duty listing, both sea and shore, covering the period from date of first commission or warrant up to 1 July 1951.

The only information required on the face of the "July" data card will be that contained on the first line (the identification section), the date and the individual's signature. Officers should forward the completed card direct to the Chief of Naval Personnel (Attn: Pers E2), Navy Department, Washington 25, D.C.

The information furnished on this card will be filed in each officer's record and should result in more complete career planning on the part of both the officer and the Bureau and give greater emphasis to training and experience at sea.

The regular Officer Data Card, due annually as of 1 August, should be prepared in accordance with the instructions contained in Article B-2205 BuPers Manual, and submitted as usual.

Enlisted Women Are Given Clothing Allowance Boost To Meet Price Increases

Clothing allowances for enlisted women, other than chief petty officers, were increased 1 July 1951 to compensate for the price increases of women's clothing and small stores which went into effect on that date.

The initial clothing monetary allowance has been increased from \$252.10 to \$310.15. The monthly maintenance allowance is increased from \$4.50 to \$5.10 for enlisted women with less than three years' service. For women with more than three years' service the allowance was increased from \$6.00 to \$7.20.

Similar adjustments were made in men's allowances 1 March 1951 when price increases were placed in effect.

The increased prices have been made necessary as the result of increased costs of materials for the manufacture of women's clothing and small stores, and a new Department of Defense pricing policy which requires that prices be established at costs of replacing stocks in the current market. This policy will result in more rapid increases in prices during a period of rising costs, and on the other hand a more rapid decrease in prices in a declining market.

Here are a few examples of increased costs to the Navy of fabrics used in the manufacture of women's clothing and small stores items: Serge used in dress blue uniforms

Over 1/3 of New Ensigns Are Former Enlisted Men

More than one-third of the 722 recently-commissioned ensigns from this year's class at the Naval Academy are former enlisted men of the U.S. Armed Forces.

The Navy and Naval Reserve contributed the largest number of the ex-enlisted men—a total of 190. Forty-one came from the Marine Corps and Marine Corps Reserve. Twenty-seven came from the Army and Air Force. The Coast Guard and Coast Guard Reserve accounted for one each. Three served in more than one of the above mentioned services.

WHAT'S IN A NAME

Mess

One of the expressions most frequently heard around naval activities ashore and afloat involves the word "mess." We hear it in terms such as mess call, mess hall, mess cooks, mess flag (or pennant), general mess, CPO mess, officers' mess, flag mess, captain's mess, admiral's mess, mess rations, mess treasurer, mess gear, messmen, messmates, messing compartment, mess tables, mess jackets, etc.

The word "mess" can be used as a noun, verb or adjective. It can mean, among other things, to eat something to be eaten, or a group of persons eating together. The old Navy had its mess "kids" (as distinct from today's mess "kits"), which did not refer to mess "boys" but rather to large wooden serving tubs. Sailors sharing the same tubs soon became known as messmates.

Despite the popular use of the term, the exact origin of "mess" is rather obscure. Some authorities claim it is derived from the Latin "mensa," meaning table. Others believe the word is from the Spanish "mesa," also table, or from the Old French or Gothic "mes," meaning a dish. Some think the word is from the Latin "missus," a course at a meal, while still another



version is that the word comes from a verb form of the Latin "mittere," meaning to put or place (e.g., on the table).

In early English use, the term "mess" denoted four, and was often used in referring to small groups of that number into which companies at banquets were divided for purposes of being served. Shakespeare wrote of Henry VI's four sons as his "mess of sons."

Of entirely different meaning, the word "mess" as denoting a hodgepodge or confusion is from the German "mischen," meaning to mix.

has increased from \$3.15 a yard to \$5.60; blue cotton cloth used in shirts went up from 40 cents a yard to 60 cents. Increased costs in leather and manufacturing of dress black shoes boosted the price from \$4.50 to \$6.25 a pair.

The Department of Defense sets the clothing monetary allowances to establish uniformity in content of the minimum outfits of enlisted personnel of all the armed forces. The initial allowance provides an amount necessary to purchase every item in the minimum outfit, plus an allowance of \$35.00 for lingerie and \$5.00 for alterations. Monthly allowances are increased after the first three years of service to replace the comparatively long lasting garments, such as a raincoat, which do not normally wear out during the first three years of average service.

BuSandA is continuing its efforts to develop materials and uniforms of lower costs and more durable construction. As items are approved, prices will go down accordingly.

Term 'Absentee' to Replace 'Straggler'; Reward Omitted

No longer will naval personnel who unlawfully depart from or remain away from their places of duty be called "stragglers." Now, when an enlisted person remains away from his duty station without authority, he will be placed in the status of "absentee."

As before, an absentee will be declared a deserter on the 30th day of absence or on the next regular working day thereafter, or sooner, if it is obvious that he intends to desert. Rewards will no longer be paid for the return of absentees or deserters, but reimbursement for expenses involved in their return is authorized.

This information is included in the provisions of BuPers Circ. Ltr. 64-51 (NDB, 30 Apr 1951). This directive supersedes Articles C-7802 through C-7808, BuPers Manual. The circular letter is of importance to administrative personnel concerned with the return of absentees and deserters.

Naval Reservists Helped Our Nation Carry Its Role in World Leadership

Editor's Note—Because of its widespread interest to all Naval Reservists on active and inactive duty, the following article is presented by ALL HANDS. The material was prepared by Captain J. H. Shultz, USN, Assistant Chief of Naval Personnel for Naval Reserve.

Korea broke the ice. The Navy has had a chance to "find out" if our ready trained Reserves could be quickly mobilized and integrated into the naval establishment.

What are some of the things that we "found out"? First and uppermost we have found that the Reserves were able to take up where they left off in World War II and work with the Navy in accomplishing the task assigned the naval service.

We "found out" that the Naval Reserve is able to carry out its mission—"To provide a force of qualified officers and enlisted personnel

who are available for mobilization in the event of a national emergency, and who together with the active and retired personnel of the Regular Navy can effectively meet the needs of the expanding naval establishment, while adequate flow of newly trained personnel is being established."

We "found out" that there are a lot of headaches involved in a mobilization process. Headaches for personnel already on active duty and headaches for those ordered to active service.

All of you are familiar with your own headaches. Many of you probably haven't stopped to think about why these headaches were necessary, and whether or not ones responsible for effecting your mobilization had headaches.

Recall for a minute some of the events that have happened since 25 June 1950 when the North Koreans invaded South Korea.

We as a nation in our new role as the defender of man's right to freedom accepted our responsibility and immediately placed our military forces at the disposal of the United Nations.

The Navy at that time was in the process of being reduced in size. In fact, fiscal year 1951, starting 1 July 1950, was to start another 10 per cent reduction in the size of the Navy. So, at a time when additional Navy personnel were suddenly needed, steps had been taken in the other direction.

Volunteers from the Naval Reserve were immediately asked for and very gratifying response took place. But a planned increase could not be dependent on volunteers alone, because many of the rates and ratings that were needed did not coincide with the job codes of the volunteers.

Soon after we started the drive against the North Koreans, two other factors became apparent. First, the military capabilities of the North Koreans, and second, the possibility that the international situation might deteriorate at any moment. Our troops in Korea were driven back to the Pusan perimeter.

The President immediately announced a build up of our armed forces from 1½ millions to 3 millions.

This large increase meant that the planned increase could be met only by reinstituting the Selective Service Act of 1948, and by ordering Reserve components to active duty in order that the increased military forces could operate effectively as a fighting team.

Legislation was enacted by Congress extending the Selective Service Act of 1948 and authorizing the President to order Reservists involuntarily to active duty for 21 months, the period of the obligated service imposed by the Act.

This law became an actuality on 8 July 1950. Meanwhile the mothball Fleet was being partially activated. Ships were ready to assist our hard pressed troops, but officers and men to man the ships and augment the active Fleet were not available.

Procedures for the involuntary ordering to active duty of Naval Reservists were devised, and officers and enlisted men started reporting for duty in late July 1950.

During the early phases of the expansion, some individual inequities developed. Time was essential, and in the process of building up our Fleet, many Reserves were given short notice in which to straighten

Commissions in Reserve Open to Women Applicants

The Navy is now offering general line commissions in the Naval Reserves to qualified women applicants under a new procurement program.

The women selected will be commissioned ensigns of the line and Supply Corps, USNR, and ordered to the General Line School, Newport, R. I. Successful graduates will be ordered immediately to active duty at shore stations. This program is in addition to the line commissions offered in the Regular Navy.

To qualify, candidates must have reached their 21st but not their 27th birthday, hold a baccalaureate degree from an accredited college, and pass tests for physical fitness and aptitude for naval service. Proficiency in mathematics through trigonometry, a former requisite for line commissions in the Reserves, has been eliminated.

SONGS OF THE SEA



Cape Cod Girls

*Cape Cod girls they have no combs,
Heave away! Heave away!
They comb their hair with codfish bones,
We're bound for California!*

*Cape Cod boys they have no sleds,
They slide down dunes on codfish heads.*

*Cape Cod cats they have no tails,
Heave away! Heave away!
They lost them all in sou'east gales,
We're bound for California!*

—Old Sea Chantey.

out their personal affairs before reporting to active duty. Deferments were asked for, and each time one was granted someone else had to take the "bounce" of a short notice of orders to active duty.

In times of strife, some must contribute more than others and no doubt some Reservists feel that their lot has been especially hard. But the job had to be done, and in a large measure the initial recall fell to those presumed to be most available and best trained—namely, to the members of the Organized Reserve.

Policy was soon developed for all the armed services to release enlisted men with four or more dependents. Students were allowed to finish high school or a current semester in college. Considerations such as family finances, health, were considered in determining deferments. All could not be deferred and the problems of the deferment boards were not easy to resolve.

The priority of active duty orders has caused some Reservists to wonder why members of the inactive Reserve have been ordered to duty prior to members of the Organized Reserve. Many of you know rated men at home who were in the Organized Reserve when you (V-6) left, and who are still at home. One of two reasons account for this apparent inequity. First, the rating of the Reservist at home is not one that was needed to man the Fleet and further, as the numbers of men in different ratings vary, the supply of some rates in the Organized Reserve were quickly exhausted. The only source left was the V-6 inactive pool, and some requirements could not be filled even from that source. The second factor was the deferments or releases in the Organized groups. The policy of exempting men with four dependents from the recall list meant that some Organized Reservist stayed home. Others have been given deferments for hardship reasons of one type or another. To explain each case, why one was called and another was allowed to stay home, would be a tremendous task. Policies that were set up to take care of this situation gives as fair a break for all concerned as can be devised.

Advance notice of date of active duty orders was made possible as



"Here!"

we began catching up with our Fleet requirements. Korea seemed to be all but "in the bag" when the Chinese Communists came into the picture in late November. The President, on 16 December, declared a national emergency and added another half million to the national military requirements. Additional quotas had to be sent to the commandants and again speed and time became important. Many officers and men were not given the three to four months' notice that the Navy had planned.

So you can see that headaches were shared by those doing the calling as well as those called. The job of getting you ordered, processed, and assigned was not easy.

Retraining was not possible for most of you because necessity for your immediate service did not allow the time. The job you were given often picked up where you left off four years ago, and it took some "breaking in" to again feel familiar on the job. Sometimes you were expected to do even more than was expected of you when the Navy had over three million men.

Some fought the old battle of the Reserves versus the Regulars. Some Reserves enlisted in the Regular Navy. Each of you individually made your own adjustment and finally a working team was again available for a more-than-twice-the-size Navy we had before Korea.

In the initial stages, it was unavoidable that some people were not immediately assigned to duties fully consistent with their ratings. However, the assimilation of these people into the naval establishment was accomplished. All these adjustments

have speedily created a Navy of a size and efficiency that dwarfs the initial augmentation of the Navy in the last war. Some might think that our size is too large for the present job. But most of you know and appreciate that in war conditions or in times when an all-out war threatens our Nation, we can't afford to have just the exact amount of men to do one job today, and be ready to do a much bigger job tomorrow if all-out war started.

By now we can see that our effort had paid off in many dividends. We have, as a nation, carried our role of world leadership well. Planned release of Reservists will soon begin. It all adds up to the fact that you were in the Navy. Your nation called upon the Navy to do a job and you have responded.

Reserve Dental Officers May Ask Transfer to USN

Dental officers of the Naval Reserve serving on active duty in the grade of lieutenant (junior grade) or lieutenant may apply for appointment in the Dental Corps of the Regular Navy, according to BuPers Circ. Ltr. 89-51 (NDB, 15 June 1951).

Applicants must be under 37 years of age.

Requests for consideration should be addressed to the Chief of Naval Personnel (Attn: Pers-B221), via the applicant's commanding officer, and received in BuPers prior to 15 Oct 1951. A special fitness report (NavPers 310), and a Report of Physical Examination, which may be made by regularly convened Boards of Medical Examiners, should be enclosed with the request.

Age and professional experience of selected applicants will determine the grade of appointment. Normally, the grade will be the same as held in the Naval Reserve, but will not necessarily be with the same precedence and date of rank. Appointments above the grade of lieutenant will not be made.

Professional examination will not be required. However, at the time of appointment the selected candidates will be examined by specially convened Boards of Medical Examiners as a requirement for appointment in the Dental Corps, USN.

HOW DID IT START

Tarpaulin Muster

When the old-time sailor got the word that a tarpaulin muster was to be held, he knew it didn't signify he should lay aloft in the canvas to answer the muster roll, or that the ship's tarpaulins were to be broken out for inspection. To him, it meant one of two things—either a shipmate was in financial distress, or the crew was about to pool their small change for some common purpose.

In either event, a blanket or tarpaulin would be rigged as a catch-net and the crew would file past and toss in whatever they felt they could contribute to the occasion.

Tarpaulin musters were commonly practiced when a popular shipmate was discharged from the service without funds, or when it was desired to take a collection of money for the family of a deceased member of the crew.

On the pleasanter side, when a ship was nearing port and (which was more

than often the case) several of the ship's company might be financially embarrassed, the entire crew might contribute to the tarpaulin muster so that every man might share in the fun on the beach.

As time went along, the various financial aid and benefit opportunities becoming available to seamen tended to decrease the necessity for the tarpaulin muster, and today the old custom is seldom observed. True, even in these modern times, a tarpaulin muster of sorts, though not involving blanket or canvas, quite often is conducted privately among shipmates prior to departure on liberty.

Only recently, however, an old-fashioned tarpaulin muster was held on board a Pacific naval transport ship. Among the vessel's passengers on a westward voyage were two Japanese stowaways whom the U. S. immigration authorities had ordered returned to their native country. It was during the trip to the Far East that the tarpaulin muster was arranged in order that the unhappy travelers might have some expense money to carry them over from the time they would be released by Japanese officials until they could find employment.

When the ship docked, the American "muster" money was exchanged for Japanese yen and placed at the disposal of the two men who voiced their excellent opinion of the Navy and Americans in general, and expressed their gratitude for the humane treatment they had been accorded.



Value of Hospital Rations Revised Downward for 1952

A revision in the value of hospital rations has been announced in Alnav 51-51 (NDB, 15 June 1951) for fiscal year 1952, which began 1 July. A new daily ration of \$1.11 has been set because the \$1.20 figure for fiscal 1951 was found to be too high a figure. It is expected that the current costs of food and service will diminish somewhat during fiscal 1952.

In the case of dependents the daily charge of \$1.75 for subsistence and medical care will remain unchanged. The amount earmarked for subsistence will be diminished from \$1.20 to \$1.11, but the difference will be absorbed in the medical care

portion, raising this figure to \$0.64 daily.

The nine-cent decrease in hospital rations will not be felt by an enlisted man in any way. For those who come to a hospital from an activity where they are already receiving a "ration in kind" (which means they are being furnished with meals), it will merely mean a different set of cooks and bakers when they are hospitalized.

Personnel who are receiving subsistence allowances will no longer receive this allowance when hospitalized, but will be furnished meals by the hospital.

Checkages and collections for subsistence furnished hospital staff personnel, military and civilian alike, will remain the same.

1 November Is Date Set For Increase in Rentals Of Navy Housing Units

Rentals for quarters in Navy housing units in the United States and overseas will be increased next 1 November. Originally, BuDoeks announced the increase would be effective 1 August.

This marks the first time rates for Navy housing have been raised since 1943. The action follows enactment of the Dependents' Assistance Act of 1950 which substantially increased the amount of basic allowance for quarters.

Under the provisions of the act, enlisted men of the lower three pay grades—who formerly drew no BAQ—now get \$45, \$67.50 or \$85 monthly, depending on their pay grade and number of dependents. Other enlisted men who were entitled to \$37.50 per month, now get \$67.50 or \$85—depending on the number in the family.

Here are the new monthly rates for enlisted personnel. New rates for officer personnel and civilian employees will be announced later. Personnel who are furnished government quarters in lieu of rental allowance are not affected by the new order.

Table of Rates

Type of housing	New Rate	Old Rate
For enlisted personnel receiving \$45 BAQ:		
Bachelor apartment (no bedroom)	\$18.00	\$9.00
One-bedroom unit	21.00	11.00
Two-bedroom unit	24.00	13.00
For enlisted personnel receiving \$67.50 BAQ:		
Bachelor apartment (no bedroom)	\$27.00	\$18.50
One-bedroom unit	30.00	21.00
Two-bedroom unit	33.00	23.50
Three-bedroom unit	36.00	26.00
Four-bedroom unit	39.00	28.50
For enlisted personnel receiving \$85 BAQ:		
Bachelor apartment (no bedroom)	\$33.00	\$18.50
One-bedroom unit	36.00	21.00
Two-bedroom unit	39.00	23.50
Three-bedroom unit	42.00	26.00
Four-bedroom unit	45.00	28.50

No rentals for officers or civilian personnel will be lower than the

scale established for enlisted men in the \$85 per month BAQ bracket. The term "officers" includes non-commissioned warrants and commissioned warrant officers.

The Navy is also raising the rates on government-owned furniture, with the exception of that in quarters without a bedroom—the bachelor apartments.

The rates on furniture rental will be as follows:

	New Rate	Old Rate
One-bedroom unit	\$4.50	\$3.50
Two-bedroom unit	6.00	4.50
Three-bedroom unit	7.50	4.50
Four-bedroom unit	9.00	5.00

Rates for dormitory (non-house-keeping) accommodations will be increased as follows: Single room, \$24 monthly or \$6 weekly—formerly \$16 monthly or \$4 weekly. Double room (two in a room), \$18 each monthly or \$4.50 each weekly—formerly \$12 each monthly or \$3 weekly.

Photo Reading Course Fills Need Created by Conflict

A condensed but complete course in photo reading is in operation at NAS Barber's Point, Oahu, T.H. Designed to train enlisted photographic readers to assist intelligence officers in analysing and interpreting photographs, the course is helping to fill the gap of much-needed photo readers made apparent by Korea.

The four weeks' course consists of 17 phases of training. Beginning with an introduction to photographic interpretation, it emphasizes basic interpretation techniques and covers such subjects as reconnaissance photography, mathematics, camouflage, identification and industrial studies.

Pacific Fleet enlisted personnel in four ratings—QM, PH, AF and DM—are eligible to take the course. Selected members of the Marine Corps may attend. Officers chosen by their type commanders also may take the training.

Students who show outstanding interest and aptitude for this work are recommended to take the complete course at the Photographic Interpretation Center, Washington, D. C., upon completion of their present tour of duty in the Pacific.

1 Sept 1951 Is Deadline For South Dakota Bonus

Deadline for filing claims for the South Dakota veterans bonus is 1 Sept 1951.

Veterans who resided in the state at least six months immediately prior to entering the service are eligible provided they served not less than 90 days between 7 Dec 1941 and 2 Sept 1945. Discharge or release other than dishonorable or in active service is also required.

Applications should be addressed to Director, South Dakota Veterans Bonus Board, Capitol Bldg., Pierre, S. D.

Evaluation Sheet for POs Revised For Future Use

Having proved valuable over a trial period, the "evaluation sheet" for CPOs and first class petty officers (NavPers 1339) will be continued in use throughout the Navy.

Continued use of this form for periodic reports is directed in BuPers Circ. Ltr. 91-51 (NDB, 31 May 1951), which also announces certain revisions in its content.

Some commands may have already received the revised forms. The older form however may be used in those ships and stations where the revised form is still not available.

Instructions on submission, procedures for using the form, and petty officers affected remain essentially the same. Here are the more important changes:

- The bottom half of each box in the left hand "trait" column, formerly a blank space, is now labeled "Not Observed." A small space opposite this is to be checked if applicable.

- In some cases the wording of the descriptive phrases to the right of the traits has been altered. For instance, opposite *Industry* the phrase "Usually on the job; does his share; resents doing other's work" now reads, "Usually on the job, does his share."

- Another block has been added on the back of the form to indicate qualifications for CPO and the rate to which advancement is recommended.

Thorough Indoctrination In Justice Code Replaces Reading Rocks and Shoals

The Navy's requirement of many years that "Rocks and Shoals" be read every six months is now a thing of the past.

The new Uniform Code of Military Justice which became effective 31 May 1951 supersedes the Articles for the Government of the Navy as well as the old regulations of Naval Justice.

All enlisted personnel on active duty must still receive instruction at specially designated times on certain articles of the new code. However, under the new code it is felt that thorough indoctrination is more beneficial than a required reading every six months.

Commanding officers are directed by BuPers Circ. Ltr. 82-51 (NDB, 15 June 1951) to provide instruction in pertinent articles of the code to every enlisted person at the time of his entrance on active duty, or within six days thereafter, and again upon the completion of the first six months of active duty. The circular letter also specifies that instruction be given within six days after each enlistment, reenlistment, or extension—voluntary or involuntary.

The current BuPers directive points out that all enlisted personnel should be carefully instructed in the following: Articles 2, 3, 7 through 15, 25, 27, 31, 37, 38, 55, 77 through 134, and 137 through 139.

A complete text of the new Uniform Code of Military Justice has been inserted as pages 1 through 20 of the 1948 edition of *Navy Regulations*. It is also contained in its entirety in the *Navy Department Bulletin* of 15 June 1950.



"Look, Harry, it does write under water."

Critical Housing Shortage Reported in Most 11th Naval District Areas

Here is the latest information on housing conditions in the 11th Naval District. District commandants and naval activities are urged to submit current information on housing conditions to **ALL HANDS** for publication.

Expansion of the military establishment and the subsequent influx of Navy and Marine personnel and their dependents resulted in a critical housing shortage in Southern California and the Phoenix, Ariz., area.

Personnel ordered to duty in these localities are urged not to bring their dependents until arrangements for housing are made.

California

San Diego area—The housing situation is considered critical everywhere within a 20-mile radius of San Diego, including Coronado, National City, Chula Vista, La Mesa, El Cajon and Del Mar. No immediate housing is available for Navy



families coming into the area. There are long waiting lists for Navy and government-controlled housing: it takes three to four months to get Navy housing, at least six to eight months to get into the federal housing project.

Private housing is also critical and the rents are generally quite high. Furnished houses and apartments

rent from \$80 to \$225 per month. Unfurnished houses rent from \$50 to \$175 per month.

Motels, hotels and motor courts are adequate and usually readily available. Trailer park facilities are available. Monthly rates from \$20 to \$25, plus electricity charges.

Personnel ordered to the San Diego area should contact the District Housing Officer, 3150 Barnett, San Diego 10, Calif., prior to transfer.

Oceanside area—There is a critical shortage in the Camp Pendleton area, including Oceanside, Carlsbad, Fallbrook, Vista, San Clemente and other neighboring cities.

Federal housing is extremely limited and private housing is critical. Occasionally, an unfurnished home will become available for about \$100 per month. Occupancy is usually restricted.

Rooms with kitchen privileges rent for \$10 weekly and up. Rentals in "resort" dwellings sharply increase during the summer months.

There is a waiting list for motel accommodations. Here again, rates increase during the summer months. Hotel rooms are usually obtainable, if one places a reservation well enough in advance.

City ordinances prohibit the renting of parked trailers. There are waiting lists for space in trailer parks—which usually rent for \$5 per week per couple, with additional charges for children in some instances.

Long Beach-San Pedro area—There are four Navy housing projects in the area and application and assignment is made through the Navy Housing Service, Room 500, Federal Building, Long Beach, Calif., which also helps locate other government or private housing.

There is a long waiting list for moderately priced permanent rental housing and temporary—quonset hut—type housing is critical.

Rentals in Long Beach are available to couples *without* children and to officer couples with children, within the \$75 to \$125 rental range.

Motel and hotel accommodations are available. The rent is usually \$35 per week for a double room in a motel. Apartment hotel accommoda-

Watch Doctors Help Shipmates Have Good Time

Men with watches in need of repair don't have to worry if they are serving in *uss Mt. McKinley* (AGC 7) or *uss Los Angeles* (CA 135), thanks to the hobbies of two of their shipmates.

Myron J. Carraway, QMC, usn, attached to the staff of Commander Amphibious Force Pacific Fleet (*Mt. McKinley*, flagship) and LCDR William J. Organ, ChC., usnr, chaplain of the heavy cruiser, have made watch repairing their spare-time avocation.

Chief Carraway's interest in watch repairing began in the "watch city" of Waltham, Mass., when as a small boy he would take clocks apart and sometimes put them back together again. His watch repairing activities began in earnest four years and 2,000 watches ago when he completed a correspondence course in watchmaking and was certified as a watchmaker by the State of Illinois.

He keeps a supply of balance staffs, mainsprings, stems and crowns on hand, as these are the most frequent source of trouble.

If a special part is needed he orders it from the States.

The first watch he repaired on board *Mt. McKinley* was the captain's watch. Then, in his jury-rigged shop in the chart-house, he waded into the crews' faulty tickers. The word got around, and before long, soldiers at Pusan, Korea, were looking for the watch doctor.

Chaplain Organ's interest also began when he was a boy. An old German jeweler saw him watching through the window of his store. He invited the future chaplain in and taught him the art of repairing watches and clocks.

During World War II Chaplain Organ repaired more than 3,600 watches for enlisted men—all free of charge. His tools in most cases are donations from watch companies and friends. Foremost among the pieces of equipment is a demagnetizing unit. This unit gets a good workout because most of the watches brought to the chaplain's combined office and watch-repair shop are in need of demagnetizing.

tions are sometimes available, with rent starting at \$17.50 per week.

There are several well-located trailer parks. Rates vary from \$3.75 per week to \$20 per month and usually include electricity. Children are not welcome in all parks, however.

Oxnard-Port Hueneme area—There are waiting lists for low cost federal housing units near Port Hueneme and the Naval Air Missile Test Center, Point Mugu. Rents vary from \$19 for an unfurnished studio to \$45 for a furnished three-bedroom unit, based on the salary of the head of the household.

Private housing is sometimes available. Rates generally range from \$45 to \$125 for two and three-bedroom furnished houses. Unfurnished housing is somewhat cheaper.

There are 15 small hotels, 16 motels and 15 trailer courts in the area.

Some housing is available at "Hollywood by the Sea"—a small resort area. Rates are increased during the summer months.

Ventura area—Private housing, when available, consists of furnished and unfurnished houses and apartments. Two and three-bedroom units rent from \$45 to \$135 per month.

Hotels are small and rates average between \$3 and \$4.50 daily. Motels are excellent and plentiful. Rates are from \$4 to \$6 per day. There are a few trailer courts with space renting at about \$20 per month.

Santa Barbara area—Santa Barbara

Commie Cook Quits After Marines Ruin Chow Line

Holding down the job as cook for a group of Communist soldiers in the front line is a task full of uncertainty.

One Chinese Communist soldier-cook had his fill. He came through the First Marine Division lines indicating he wanted to surrender. The Marines found an interpreter, and through him asked the prisoner why he had left his own outfit.

"I cook breakfast for 60 soldiers," came the reply, "then they go out to fight. Nobody come to dinner, so I think I'd better go south."

Tin Can Switches COs While Going Through Canal

Most people would think that a ship could make the 50-mile journey through the Panama Canal with one commanding officer. Crewmen of *uss English* (DD 696) are still talking about their "quick switch in the Big Ditch" which they believe set some sort of record.

Just before the destroyer set sail from Norfolk, Va., Commander Raymond J. Toner, USN, reported aboard to relieve Commander Matthew DeMaria, USN, commanding. He decided not to assume command, however, until he got acquainted with the new vessel.

As *English* entered Gatun locks on the Atlantic side of the Panama Canal, Commander Toner an-

nounced that he had completed his inspection and was ready to take over. The public address system squawked, "Now all hands lay aft to the fantail for change of command," but before Commander DeMaria could relinquish his command, *English* had entered Miraflores Lake—a fresh-water lake in the middle of the isthmus. As the ship left the lake, entering the Pacific, Commander DeMaria was put ashore, leaving Commander Toner in charge, and the ship proceeded to Korean waters.

Thus *English* was commanded by one officer in the Atlantic ocean and by another in the Pacific, on the same day.



is about 40 miles from Oxnard. Rents are high in comparison with the condition of available housing.

The waiting list for the Pilgrim Terrace project exceeds the number of units. There are long lists for other projects in the area.

Private housing at Goleta and other nearby points varies from \$85 for rather unsuitable housing to \$200 for better housing. Apartments, rated "fair," average \$60 to \$90.

There are many good hotels. Rates vary up to \$23 per day for a double room. Motels are also plentiful—rates vary up to about \$18 per day for a double. Most of the trailer parks are filled. Costs are about \$30 monthly.

Santa Paula and Carmarillo area—These towns are about 14-16 miles from the Naval Station, Port Hueneme, and slightly farther from Point Mugu. Hotels average \$3-\$4 per day. Trailer court space can be rented for about \$20 per month. Private housing is considered on a par with

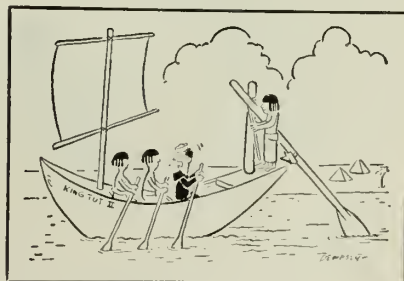
Ventura and Oxnard housing areas.

El Centro area—Housing is quite limited here. There are waiting lists for Homojia (quonset hut type) and defense housing.

Some private rentals are available; prices begin at \$85 per month for a two-bedroom home. There are good hotel and motel accommodations at rates of \$4 to \$5 a day for two.

The trailer park situation is poor. Rates are \$3.50 per week for two, with an additional charge if there are children.

Inyokern area—Very little housing



"So this is how it was back in the old navy."

Kite Plays Vital Role in Military Equipment

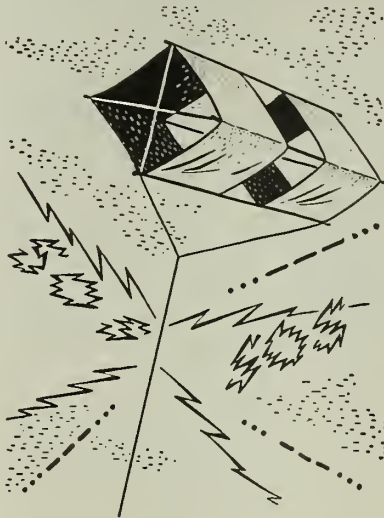
The kite, one of the oldest and oddest pieces of military equipment, is still doing service with all three branches of the armed services.

Usually thought of as a toy, the kite has played a part in military matters since its invention, attributed by some sources to a Korean general many centuries ago. Other sources say it was invented around 400 B.C. by Archytas, of Tarentum (Taranto, Italy).

Today, Navy patrol aircraft carry kites as part of their survival equipment. When the crew of a downed plane climbs aboard the life raft one of the first things they do is try to make known their distress. The kite enters the picture as part of the equipment for the Gibson girl, a hand-powered radio transmitter.

To get any range out of this set, an antenna is needed capable of extending high into the air. Hydrogen-filled balloons are the first choice for carrying the antenna aloft. In time, however, the gas leaks out collapsing the balloon. Or there might be too much of a breeze, which keeps batting the balloon down to the waves. The kite presents neither of these problems.

Survivors rig an aluminum-framed, cloth-covered box kite and send it aloft. The orange-yellow color of the kite cover increases



the chances of men being sighted.

Kites are used by the Air Force in its radar training program. Rigged with metal reflectors, the kites are sent skyward where they act as targets for radar trainees.

The Army Signal Corps makes use of kites under special meteorological test and research conditions. Ordinarily captive balloons are used, but during strong breezes large kites are more serviceable.

During World War II some German submarines had man-carrying kites on lookout duty. These kites had a wing span of 12 feet and were equipped with a seat. Long before eyes at sea level could see an enemy ship, the kite-rider had sighted it from his perch.

Going back to the Boer War we find the British Army using kites to hoist observers skyward to watch enemy operations. This same trick, with variations, is reputed to have been used by armies of other nations.

Many hundreds of years before this, an ingenious Oriental had used a kite to lay a bridge across a river. This was the predecessor of the shipboard line-throwing gun. A kite was flown across the river carrying a light line to a group of men on the other side. Attached to this was a stronger line, and to this was attached a yet stronger line which the men pulled—and so on until they pulled the bridge itself across the river.



for both military and civilian employees, who work at the Naval Ordnance Test Station. There is a long waiting list for station housing.

No federal housing is available and private dwellings are limited. Some of the privately owned houses are sub-standard. Rents start at \$60.

There are no hotels in the area. Motel prices range from \$3.75 to \$7 per day. Motel owners decline to give a weekly rate to permanent residents.

The six trailer parks are considered sub-standard. Rental rates for trailers are approximately \$15 per week. Trailer space can be had for from \$5 to \$10 weekly.

Barstow area—All housing is limited and there are waiting lists for the Navy units and the Victory housing project.

Private housing is difficult to obtain. Rates range upward from \$75. Motel and hotel accommodations are both limited and expensive. The trailer parks are considered second and third rate.

Personnel should leave dependents behind unless they are prepared to pay high rates for motel accommodations for an indefinite period of time.

Arizona

Phoenix area—Housing is critical near the Naval Air Facility, Litchfield Park. Housing in the Phoenix area is considered undesirable for naval personnel because of the wide variation between summer and winter rates.

There is a long waiting list for the small apartment units. Electricity and water are furnished but there are no gas facilities. Oil burners or hot plates are used for cooking.

In nearby Goodyear, there are a number of duplex apartments available. Rent varies from \$58 to \$68. Most are restricted to no more than two children, no pets. There is a long waiting list.

Goodyear has one trailer park; the waiting list is long. There are many trailer parks in the Phoenix area.

Motels and hotels are plentiful but rates climb skyward during the winter resort season.

Personnel ordered to duty at the Naval Air Facility should contact the Station Housing Officer as far in advance as possible in order to secure adequate housing.

Separation of Personnel Stateside and Overseas Outlined in Directive

New procedures for the separation of naval personnel have been set forth in BuPers Circ. Ltr. 85-51 (NDB, 31 May 1951), which supercedes certain previous directives.

If you become eligible for separation while serving at a stateside naval activity, you will be separated at your duty station when adequate facilities for payment and for conducting physical examinations are available. Otherwise you will be transferred to the activity nearest your duty station, as designated in the new directive.

Personnel serving ashore within the continental U. S. at other than a naval activity or who are serving on board ship or overseas will be transferred for separation, when eligible, to the designated activity nearest their duty station or port of debarkation. A list of these activities is contained in the above-mentioned circular letter.

Women personnel who are to be transferred for separation will be transferred to the naval hospital nearest their duty station or port of debarkation, when eligible for separation.

If you become eligible for separation under honorable conditions while serving outside the U. S., you may elect to be separated at your duty station, indicating your desire on page 13 of your service record, or, in the case of officers, by submission of a request to the Chief of Naval Personnel. If separation is to occur in a foreign country, you must obtain a passport and a visa for entry into that foreign country prior to separation.

Personnel eligible to be separated under honorable conditions who are entitled to be returned to a home of record located in a territory or possession of the U. S. may, at their own request, be transferred for separation to the administrative commander having jurisdiction over the area where their home of record is located. Citizens of the Republic of the Philippines may be transferred to ComNavForPhil when they are to be separated.

At the time of separation, all separation documents—including a "Re-

WAY BACK WHEN

Naval Square

For about 200 years a standard fixture on the sailing war vessels of various navies was the naval square (*carré navale*) inscribed in the deck between the main and mizzen masts. Naval squares were marked on the decks of some American Navy ships as late as 1895.

The "square" was originated by Paul Hoste, a French Jesuit priest, naval chaplain, and professor of mathematics at the Royal Naval College in Toulon. By means of it, ships were kept on station and the position in fleet formation determined.

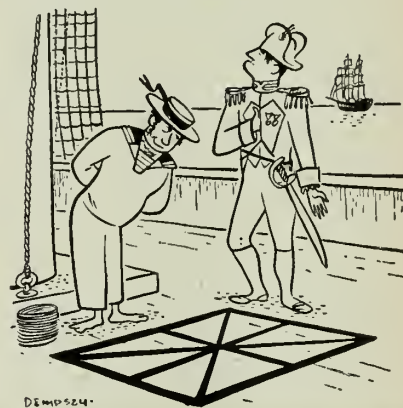
The keel line (see illustration) represented the ship's course; the athwartship lines, the beam lines. One of the diagonal lines would become the ship's course when she came about, being 12 points from the previous course; the other diagonal, the beam line to the new course.

In 1697, Hoste published his *"L'Art des Armées Navales, ou Traité des Evolutions Navales"* ("The Art of Naval Armies or or Treatise of Naval Evolutions"). In this treatise, he went into elaborate details as to the use of the naval square in connection with all the various orders of sailing. He pointed out that "it was very easy for the officer on watch, while walking the deck, to see at a glance whether his ship was in correct position."

Today's "officer on watch" relies on the

use of the gyro-repeater, the pelorus, or the radar-obtained bearing from the guide ship as the most accurate methods of station keeping.

As gunnery ranges increased, the naval square began to fall into disuse, because only about one-third of the ships in the "square" formation could use their batteries. Although this disadvantage was somewhat offset by the mutual support the vessels could afford one another against ramming, the development of advanced fleet evolutions and increased maneuverability of ships eventually sounded the death knell of the naval square.



port of Separation" and a "Certificate of Service," for personnel being separated under honorable conditions—will be issued.

Naval personnel being separated are eligible for a number of rights and benefits as veterans. During the course of your processing, you will be informed of all such rights. You will also be told how to contact the agencies that handle these benefits. All necessary documents for the substantiation of claims for benefits will be issued. In addition, appropriate printed material will be distributed to you.

Personnel being separated because of physical disability are to be advised of their right to file a claim with the Veterans Administration for compensation, pension or hospitalization.

If you had not reached the age of 26 on or before 30 Aug 1948 and are not registered under the Universal Military Training and Service

Act, you must register at your local Selective Service board within 30 days after you are separated. Personnel previously registered, but who do not have registration certificates, should report to their draft board as soon as possible to obtain duplicate certificates.

When personnel who are not citizens of the U. S. are to be separated within the U. S. or its possessions, the circular letter requires that the Navy notify the nearest district office of the Immigration and Naturalization Service, Department of Justice, in sufficient time for that agency to take whatever action it considers appropriate. Personnel concerned will not be separated until the Navy receives an acknowledgment from the Immigration and Naturalization Service.

Further information on the procedures for the separation of personnel is contained in Part C, Chapter 10, BuPers Manual.

Latest Information Available on Release of Reservists to Inactive Duty

When will Reservists now serving on active duty be released to inactive duty?

This question is uppermost in the minds of many Reserve officers and enlisted personnel who have been returned to active duty either voluntarily or involuntarily.

Vice Admiral Laurance T. DuBose, USN, Chief of Naval Personnel, states that the Navy plans during fiscal 1952 (beginning 1 July 1951) to release 77,000 enlisted Reservists, of whom about 29,000 will be discharged upon expiration of enlistment as involuntarily extended. About 1,000 enlisted Reservists will be released each month during July, August and September on an individual basis. Commencing in October the rate of release will be increased to about 6,000 a month, of whom about two-thirds will be Volunteer Reservists and about one-third will be Organized Reservists.

This is the latest information available as this issue went to press:

Enlisted Reservists—In order to formulate a detailed release program for enlisted Reserve personnel, BuPers has called for the completion of questionnaires by all enlisted Reservists, including Fleet Reservists



"Hey, Mitchell. When are you going to clean your glasses?"

on active duty. This is outlined in A1Nav 37 (NDB, 30 Apr. 1951).

The Navy wants to know:

How many enlisted Reservists intend to volunteer to remain on active duty beyond the maximum period required by the Selective Service Act.

How many enlisted Reservists were receiving retainer pay, drill pay with an organized unit, or were on continuous active duty in the Reserve program as ship or station keepers at time ordered to active duty in the Regular Establishment.

How many enlisted Reservists are veterans (you come within the requirements if you served honorably on active duty for a period of 12 months between 16 Sept. 1940 and 24 June 1948, or for a period of 90 days between 7 Dec. 1941 and 2 Sept. 1945 in the Army, Navy, Air Force, Marine Corps, Coast Guard, Public Health Service, or the armed forces of any country allied with the United States in World War II prior to 2 Sept. 1945).

How many enlisted Reservists volunteered for active duty.

Detailed plans for release of enlisted Reservists from active duty will be announced after an analysis has been made of the machine accounting data produced from the completed questionnaires. Any plans are, of course, dependent upon the international situation.

Officer Reservists—A tentative program has been announced in BuPers Circ. Ltr. 56-51 (NDB, 15 April 1951). This letter states that legisla-

tion is now pending which may change the period of obligated service of Naval Reservists from the presently stipulated 21-month limitation to a 24-month or 26-month period of obligated service.

To clarify future personnel plans, as well as to meet as nearly as possible the desires of individuals, plans are now under way to obtain from each USNR officer who was on active duty 15 May 1951 a form indicating to the Chief of Naval Personnel his preference for length of duty. These forms should be made up locally by each activity.

Each Naval Reserve officer reporting for duty after 15 May 1951 will be required to submit this information within two weeks after reporting to his permanent duty station.

Based on pending legislation, the

Line Officers Encouraged to Apply for Ordnance Courses

In order to encourage applications from line officers for postgraduate courses in ordnance and other fields, BuPers has directed that all information concerning such courses be made available to eligible officers.

Training unrestricted line officers for ordnance duty assures the Navy that current Fleet experience is reflected in decisions affecting ordnance development, according to BuPers Circ. Ltr. 94-51 (NDB, 15 June 1951).

Officers selected for postgraduate training obtain advanced instruction in a chosen field, increasing their professional competence and value to the service.

An officer completing a technical postgraduate course may expect to serve several tours of duty in billets associated with his specialty, of course, but he need not become a special or engineering duty officer. Those so designated are selected on the basis of applications from officers who desire to specialize.

Complete details concerning available postgraduate courses, eligibility requirements and application procedures are given in BuPers Circ. Ltr. 68-51 (NDB, 30 Apr 1951).

New Coin Is Put Under Destroyer's New Mast

When *uss Shelton* (DD 790) received her new tripod mast at Mare Island Naval Shipyard recently, the commanding officer followed the ancient custom of placing a new coin under the foot of the mast.

Tradition prescribes a coin of the same year the mast is stepped, but a hurried call to the mint at San Francisco revealed that no 1951 coins were available. The brightest 1950 coin on board ship was therefore pressed into service.

When the old single stick mast was lifted out of place, a 1946 coin was found resting at the base. Just before the new mast was lowered into place, the new coin was laid alongside the old, doubling up on the ancient tradition that a coin under the mast assures good fortune and smooth sailing.

following listing of officers by categories and their possible status are used as a general guide in filling out the form.

- USNR officers who were on active duty voluntarily on 1 July 1950 and who had one or more years of continuous active duty at that time will be released to inactive status upon request by the individual after 30 June 1951.

- USNR officers who have volunteered for active duty other than the above category will be released upon completion of the period of obligated service under the Selective Service Act (presently 21 months) or after such period as may be specified in any Universal Military Service law.

- USNR officers who have been involuntarily ordered into active naval service will be released upon completion of the period of obligated service under the Selective Service Act (presently 21 months) or after such period as may be specified in any Universal Military Service law.

- NROTC ensigns who completed two years of commissioned service in 1950 and who were involuntarily retained after 30 June 1950 will be released to inactive duty upon request by the individual after 30 June 1951.

- NROTC ensigns who complete two years of commissioned service in 1951 and elect to change to USNR status will be released upon request

Second Tin Can Reports Five Sets of Brothers

It didn't seem likely that there could be another ship in the Fleet with five sets of brothers, but there is.

The first to report this number was USS *Ozbourn* (DD 846) (ALL HANDS, May 1951, p. 50). Word has been received from a second destroyer, USS *Lofberg* (DD 759), now serving with Task Force 77, that she too has five sets of brothers on board.

Here they are: Malast, Emil and Edward—GM2 and GM3; Card, Thomas J. and Edward E.—BM3 and SA; Bishop, Robert P. and Henry K.—both QM3; Crews, Emery L. and Robert E.—SN and SA; Lee, Louis M. and Billy G.—both SAs.

by the individual after 30 June 1952.

- NROTC ensigns who complete three years of commissioned service in 1951 and are not selected for career status will be released to inactive duty upon request by the individual after 30 June 1951.

- NACP ensigns (ex-aviation midshipmen) commissioned in calendar 1950 who do not desire or who are not selected for career status will be released upon request on 30 June 1951 or the first anniversary of their commissioning whichever is the later date.

- NACP ensigns (ex-aviation midshipmen) slated for release on 30 June 1950 who volunteered for 12 months' retention on active duty will be released to inactive status upon request by the individual after 30 June 1951.

- Volunteer requests by regular officers for separation by resignation or retirement (less than 30 years) will be governed by AInav 83-50, (AS&SL, July-Dec. 1950).

Exceptions to the above listing include certain categories of USNR medical and dental officers whose period of obligated service has been previously covered by other directives.

Officers who desire to volunteer beyond the period set forth in the above listing should designate their wishes in the form provided them by the Bureau of Naval Personnel.

Directive Clarifies Status Of Enlisted Personnel Designated Aviation Pilots

Clarification of regulations concerning enlisted personnel who are designated "aviation pilots" has been issued in BuPers Circ. Ltr. 49-51 (NDB, 15 Apr 1951).

There is no program open at present for the training of enlisted personnel leading to the designation of aviation pilot. Enlisted personnel interested in a flying career should look into the aviation cadet training program which offers opportunities for Reserve commissions in the Navy or Marine Corps.

Among the more important provisions in effect are the following:

- Aviation pilots discharged by reason of expiration of enlistment who reenlist (under the provisions of BuPers Circ. Ltr. 216-219) within 24 hours on board their last permanent duty station shall be retained "on board for duty involving flying."

- Aviation pilots reenlisting on board a separation activity within 24 hours shall not be considered under "orders to duty involving flying." Aviation pilots not reenlisting within 24 hours, but who reenlist within 90 days, will retain their rating and designation. In both these cases new (initial) "duffy" orders can be issued only by the Chief of Naval Personnel.

- Aviation pilots who have been discharged and who remain separated more than three months forfeit their aviation pilot designator. They may apply for reenlistment under broken-service instructions at Regular Navy recruiting stations only.

- Authority to issue initial orders to "duty involving flying" remains solely with the Chief of Naval Personnel.

- COs still retain the authority to suspend from flying any persons they consider incompetent to pilot aircraft.

- Aviation pilots may be transferred to duty not involving flying only by authority of the Chief of Naval Personnel. Such transfers will be effected whenever an aviation pilot for physical or other reasons is no longer qualified for duty involving flying. Moreover, if so transferred, a rated pilot may be ordered to air-crewman duty.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 39

1. (b) Korean Service ribbon.
2. (a) Its precedence is immediately following the China Service Medal awarded for service subsequent to 2 Sept 1945.
3. (c) Taking a sounding with a hand lead.
4. (c) Chains. In sailing ships the shrouds are attached to a platform on the ship's side, and the bottom part is of chain. This platform has in consequence become the "chains." It was an advantageous place from which to heave the lead in taking soundings. Now, although the position of the platform for the leadman has been altered on naval vessels, the original name remains.
5. (c) Rear admiral.
6. (b) Barge. Referred to as "the admiral's barge" regardless of the rank of the admiral.

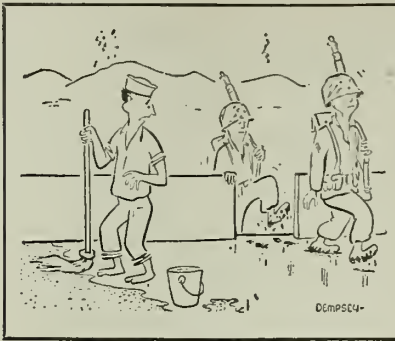
Thirteen Get Decorations For Service During Early Months of Korean Action

Thirteen Navy officers have been decorated for outstanding service during the early months of Korean operations.

Two officers on board *uss Union* (AKA 106) received the Bronze Star with Combat "V" device for their services in amphibious operations. Commander Charles Holovak, USN, gave valuable amphibious training to Army units and service force ships, and participated in landing operations at Inchon, Wonsan and Pohang-dong. As boat officer, Lieutenant (junior grade) Robert A. Latka, USN, contributed to the speedy landing of two echelons of the First Cavalry Division at Pohang-dong while under heavy fire.

Captain Thomas U. Sisson, USN, commanding officer *uss Leyte* (CV 32), was awarded the Gold Star in lieu of the second Legion of Merit, for meritorious direction of the operations of a capital ship against the enemy in Korea from 8 Oct 1950 to 19 Jan 1951.

The Legion of Merit with Combat



"V" was awarded to Captain Virginius R. Roane, USN, as Commander Transport Group during the Inchon campaign. Under exceptionally difficult weather conditions and enemy opposition, his command delivered vitally needed men, equipment, arms and supplies to support the campaign ashore.

Commander William W. R. MacDonald, USN, *uss Philippine Sea* (CV 47) received the Bronze Star medal for his part in maintaining high combat readiness of his vessel.

Captain William C. Norvell, USN, received the Bronze Star Medal with Combat "V" for his achievements as ComDesDiv 92. Navigating the nar-

row passage between the mainland and Mayang-do island, he directed his ship in silencing enemy shore batteries and carried to a conclusion a daring and difficult mission.

Four members of ComCruDiv 5 were decorated for service during sustained joint military-naval combat operations off Korea during the first four months of the fighting.

The Legion of Merit with Combat "V" was awarded Captain Paul C. Crosley, USN, for achievements leading to the destruction of enemy torpedo boats and lines of communication, effective shore bombardments and naval gunfire support of three amphibious landings.

Lieutenant Alvin T. Stubel, USN, received the Bronze Star with Combat "V" for maintaining an outstanding communications record. In combat operations during a four months' period following the invasion of Korea there was not a single failure in the communications activity for which he was responsible.

Lieutenant Commander Richard R. Law, USN, received the Bronze Star with Combat "V" for his excellent navigation in extremely dangerous Korean waters and prevention of damage by timely warning against a torpedo attack and mines.

Lieutenant Frederick Y. Alkazin, USNR, was awarded the Bronze Star with Combat "V" for his coordination of extensive air operations between ships of the task group and forces ashore and afloat.

Commander Alan Ray, USN, commanding officer of *uss Horace A. Bass* (APD 124) has received the Bronze Star and the Gold Star in lieu of a second Bronze Star for his skill in conducting a series of night demolition raids and reconnaissance missions in the coastal waters of Korea. His second award was received for action in the assault on Inchon.

The Gold Star in lieu of the third Bronze Star medal has been awarded to Captain Selden C. Small, USN, as commanding officer of a transport unit of the advance attack group during the Inchon assault.

Lieutenant Commander James R. Wilson, USN, commanding officer of *uss Diachenko* (APD 123) has received the Gold Star in lieu of the third Bronze Star for his skillful operations as commander of a unit of the advance group at Inchon.

Newest Movies Distributed By Navy Listed for Use of Ships, Overseas Stations

The latest list of 16-mm. prints of motion pictures available through the Navy Motion Picture Exchange, Brooklyn, N.Y., are reported here for the convenience of ships and overseas stations.

The number following the title indicates the program number. Distribution of the following titles began in June 1951.

Follow the Sun (623): Sports melodrama; Glen Ford, Anne Baxter.

Valentino (624) (T): Drama; Eleanor Parker, Tony Dexter.

Stage to Tucson (625): Western; Rod Cameron, Wayne Morris.

Oh Susanna (626): Melodrama; Rod Cameron, Adrian Booth.

Half Angel (627) (T): Comedy; Loretta Young, Joseph Cotten.

Queen for a Day (628): Drama; Phyllis Avery, Darren McGavin.

Goodbye My Fancy (629): Comedy; Joan Crawford, Frank Lovejoy.

The Thing (630): Mystery; Kenneth Tobey, Margaret Sheridan.

Cuban Fireball (631): Comedy;

Estelita Rodriguez, Russ Vincent.

Fourteen Hours (632): Drama; Paul Douglas, Richard Basehart.

Al Jennings of Oklahoma (633): Western; Dan Duryea, Gale Storm.

The Fat Man (634): Crime Melodrama; Jack Smart, Jayne Meadows.

Hunt the Man Down (635): Mystery; Gig Young, Marian Anderson.

Bird of Paradise (636): Drama; Louis Jourdan, Debra Paget.

Passage West (637): Western; John Payne, Dennis O'Keefe.

Fingerprints Don't Lie (638): Mystery melodrama; Richard Travis, Sheila Ryan.

On the Riviera (639) (T): Musical comedy; Danny Kaye, Gene Tierney.

I Was an American Spy (640): War melodrama; Ann Dvorak, Gene Evans.

Molly (641): Comedy; Gertrude Berg, Philip Loeb.

Home Town Story (642): Melodrama; Donald Crisp, Jeffrey Lynn.

House on Telegraph Hill (643): Drama; Richard Basehart, Valentina Cortesa.

Skipalong Rosenbloom (644): Comedy; Maxie Rosenbloom, Max Baer.

Cavalry Scout (645): Western; Rod Cameron, Audrey Long.

Payment on Demand (646): Drama; Bette Davis, Barry Sullivan.

Here's Summary of Current Legislation of Special Interest to Naval Personnel

A summary of Congressional action on bills of interest to the naval establishment is provided below, bringing up to date the last legislative report which appeared in *ALL HANDS*, July 1951, p. 56.

War Risk Insurance—Public Law 47 (evolving from S. 435): amends the Civil Aeronautics Act of 1938 and provides that the Secretary of Commerce with presidential approval may provide insurance and reinsurance against loss or damage of persons, personnel effects, baggage or cargoes arising out of war risk in a U.S. owned or chartered civil aircraft.

Universal Military Training—Public Law 51 (evolving from S. 1 and H.R. 2811): provides for more effective utilization of manpower resources of the U.S. by authorizing universal military training and service of men between the ages of 18½ and 26 years. It also contains comprehensive amendments to the Selective Service Act of 1948.

Employment of Retired Personnel—Public Law 53 (evolving from S. 927): authorizes the Central Intelligence Agency to employ a limited number of retired officers or warrant officers who, while so employed, will be entitled to receive only the salary of the agency or retired pay, whichever they elect.

Free Postage—Public Law 54 (evolving from H.R. 4393): extends for two years (up to 30 June 1953) the period during which free mailing privileges for members of the armed forces in Korea and other specified areas will be in effect.

Officer Personnel Act—Public Law 67 (evolving from H.R. 4200): makes revisions in Titles I through IV of Officer Personnel Act of 1947, and authorizes the President in time of war or emergency to suspend certain provisions of the act which control distribution within grades of officers, promotion by selection, involuntary retirement and discharge of naval officers. One of the effects of the law is to suspend forced attrition of Regular Navy junior officers.

Reserve Components of Armed Forces—H.R. 4667: introduced; to supplement new U.M.T.S. Act (P.L. 51) and places all Reserve compo-

nents of the Armed Forces on an equal basis insofar as practicable. Provisions of the bill call for establishment of a Ready Reserve, a Stand-by Reserve and a Retired Reserve, in each of the services in lieu of existing organization.

Correction Payments—H.R. 1181 and S. 308: passed by House with amendments; to amend existing law so as to authorize payment of claims arising from the correction of a number of military and naval pay records.

Combat Pay—H.R. 1753 and S. 579; in hearings held by Senate committee; to provide additional pay of \$50 per month for enlisted personnel and \$100 a month for officers of the armed services actively engaged in combat in Korea, retroactive to 27 June 1950. Related bills are H.R. 9182, 9204, 261 and 568.

Defense Housing—H.R. 2988 and S. 349: passed by Senate; to assist in providing housing and community facilities and services required in connection with national defense.

Marine Corps Strength—S. 677: passed by Senate and approved by House Armed Services Committee (H. Report 666); to fix personnel strength of Marine Corps at 400,000; also provides that its commandant be a consultant to the Joint Chiefs of Staff on all its problems.

World War I Insurance—H.R. 1072: passed by House and reported as approved by Senate committee (S. Report 489); to permit continual renewals of expiring five-year level premium term policies of U.S. Government Life Insurance.

World War II Insurance—H.R. 4000: passed by House and reported

Berlin Airlift Personnel Get Medal for Humane Action

Participants in the Berlin airlift will be able to wear the Medal for Humane Action in the near future, according to BuPers Circ. Ltr. 92-51 (NDB, 15 June 1951). Meanwhile, qualified individuals may wear the ribbon bar of the medal.

The principal side of the bronze medal contains a facsimile of a C-54 plane within a wreath of wheat, and the coat of arms of the city of Berlin, Germany. The reverse bears the eagle, shield and arrows from the seal of the Department of Defense, beneath the words "For Humane Action" and above the quotation "To supply the necessities of life to the People of Berlin, Germany." One and one quarter inches in diameter, the medal is suspended by a ring from a black, white, red and blue ribbon.

Here are the requirements for entitlement:

Navy personnel must have been attached to any of the following units, designated by CNO: Air

Transport Squadron Six, Air Transport Squadron Eight, GCA Unit 21, GCA Unit 28, GCA Unit 31.

They must have served for at least 120 days during the period 26 June 1948 and 30 Sept 1949, inclusive, within these boundaries: northern boundary: 54th parallel north latitude; eastern boundary: 13th meridian east longitude; southern boundary: 48th parallel north latitude; western boundary: 5th meridian west longitude.

Awards may be made posthumously, without regard to length of service, to persons who lost their lives while participating in the Berlin airlift or as a direct result of participation in the airlift, provided they meet the other requirements.

Only one medal will be awarded per person. Precedence for the medal will be immediately following the World War II Victory Medal.

Applications for the medal may be addressed to the Chief of Naval Personnel (Attn: Pers B4) via the chain of command. Qualified individuals may wear the ribbon bar of the medal without prior written authority. Appropriate entries will be made in the records of personnel eligible for the award.

Campaign Ribbons Now in Effect in Pacific Theater

Several inquiries have been forwarded to BuPers concerning campaign ribbons now in effect in the Pacific theater. The following information should clear the air.

- The Asiatic-Pacific Area Campaign Medal was awarded for service between 7 Dec 1941 and 2 Mar 1946. The time limit has not been extended.

- The China Service Medal is awarded for service in a permanent duty status after 2 Sept 1945. One or more days of such duty in the prescribed territory makes an individual eligible for the medal. No terminal date has been set.

- The Navy Occupation Service

Medal is awarded for occupation duty in the Asiatic-Pacific area on or after 2 Sept 1945. To be eligible for this award, sailors must have served one day or more in the prescribed territory in a permanent duty status. No terminal date has been announced for this medal.

- The Korean Service Medal is awarded for service between 27 June 1950 and a date to be announced later. In addition to service of one or more days in a permanent duty status, 30 consecutive or 60 non-consecutive days of temporary additional duty in the prescribed areas in Korea entitle a sailor to the Korean medal.

as approved by Senate committee (S. Report 492); to amend the National Service Life Insurance Act of 1940 to authorize renewals of NSLI level premium term insurance for successive five-year periods without medical examination.

Increase in Compensation — H.R. 4394: passed by House; to provide increases ranging from five to 15 per cent in the monthly rates of compensation and pension payable to veterans and their dependents by the Veterans Administration.

Income Limitations — H.R. 4387: passed by House; to increase the limitations on annual income governing the payment of pensions to certain veterans and their dependents, as follows: top annual income is raised from \$1,000 to \$1,800 for veterans or widows without dependents, and from \$2,500 to \$3,000 for such persons with dependents.

Disabled Veterans Payments—H.R. 4233: passed by House; to authorize payment by VA of \$1,600 toward purchase of an auto, or a direct cash benefit of the same amount for veterans of service after 27 June 1950, in those cases where loss or the permanent loss of the use of one or more limbs is involved, or when there is permanent impairment of visions of both eyes.

Old-Age and Survivors Insurance — S. 1491: introduced; to extend the federal old-age and survivors insurance system in case of Korean veterans.

Transportation of Dependents—

H.R. 1199 and S. 330: passed by House; to amend Missing Persons Act to authorize travel of dependents and effects of service personnel when death is due to other than military or naval operations.

Gold Star Lapel Buttons—S. 311 and H.R. 3911: passed by House; to provide appropriate lapel buttons to widows, parents and next of kin of members of armed forces who lost or lose their lives in the armed services during World War II or during any subsequent war or period of armed hostilities (including those killed in Korea) and replacement of buttons lost or destroyed.

Female Veterans' Dependents—H.R. 301: passed by House; to extend certain veterans' benefits to the dependent husbands or widowers of female veterans.

Attendance at Service Academies —H.R. 2384: passed by House; to provide that attendance at service academies by veterans of World War I and Spanish American War shall be considered active military or naval service on the same basis provided for veterans of World War II for the purpose of laws administered by VA.

Dependents' Pensions—H.R. 3549: passed by House and reported as approved by Senate committee (S. Report 491); to modify eligibility requirements for payment of pension to widows of veterans of Spanish American War, the Boxer Rebellion, Philippine Insurrection and certain earlier wars.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, NavActs, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnavs, NavActs and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 48—Refers to Alnav 62-48 which directs minimum turnaround of tankers and authorizes a 24-hour day, seven-day week to accomplish same.

No. 49—Orders destruction of existing stocks of Stock Number 1-604-785 fibrin foam and thrombin human, due to danger of serum hepatitis.

No. 50—Relates to the requisitioning of standard forms used in connection with Uniform Code of Military Justice.

No. 51—Establishes hospital ration at revised value of \$1.11 as of 1 July 1951, and specifies collections or checkages for subsistence at naval hospitals.

No. 52—Supplements current instructions on Uniform Code of Military Justice, authorizing all sea frontier commanders to convene general courts-martial and empowering commanding officers of retraining commands and of naval hospitals to convene special courts-martial.

No. 53—Empowers fleet air commanders to convene general courts-martial.

No. 54—Promulgates changes in the naval supplement to the *Manual for Courts-Martial*, pertaining to reduction to lowest pay grade.

No. 55—Restricts payment of \$10,000 indemnity, in case of death of a serviceman, to certain persons, and lists order of beneficiaries if none have been designated by the serviceman.

No. 56—Revises instructions pertaining to the requisitioning of forms, and makes changes as to the publication division supply depots from which forms may be requisitioned.

No. 57—Requires that commanding officers transferring personnel to sea duty or duty overseas comply

with current instructions contained in *Manual of the Medical Department* and in Alnav 89-50.

No. 58—Announces free mailing privileges granted by Public Law 609, 81st Congress, have been extended to 30 June 1953 by Public Law 54, 82nd Congress.

No. 59—Establishes alternative procedures to be followed pending enactment by Congress of a House resolution on appropriations or the appropriation bill.

No. 60—Modifies Art. C-9801 of *BuPers Manual* on subject of casualty reports and now requires that Chief of Naval Operations shall be information addressee on such dispatch reports.

No. 61—Refers to Alnav 59-51 and specifies administrative procedures to be followed as a result of congressional enactment of a resolution on appropriations.

No. 62—Outlines instructions governing discharge or release of USN and USNR enlisted personnel on active duty in the Regular establishment.

No. 63—Authorizes the release from active duty upon completion of 12 months' active service of certain USNR officers who volunteered for active service in July 1950 in response to BuPers 081735 July 1950.

NavActs

No. 7—Covers priority classifications of requisitions for vessels scheduled for deployment to overseas areas.

No. 8—Requires submission by commanding officers of a monthly report covering personnel receiving per diem allowances for subsistence or quarters in accordance with provisions of *Joint Travel Regulations*, in lieu of report prescribed in USNTI.

BuPers Circular Letters

No. 91—Announces continuation of CPO and first class petty officer evaluation sheets (NavPers 1339) in revised form.

No. 92—Lists qualifications and authorized eligible personnel to wear ribbon bar of Medal for Humane Action for participation in the Berlin Airlift, and anticipates availability of medal.

No. 93—Supplements current instructions concerning issuance of petty officer appointment forms

(DD Form 216NR) to include Naval Reservists on active duty appointed to pay grade E-4.

No. 94—Desires more officers to apply for postgraduate courses in ordnance and other technical fields, and explains that such courses do not force personnel to be classified as specialists.

No. 95—Provides supplemental instructions for administrative processing of service records of enlisted personnel upon transfer to retired list for permanent disability or to temporary disability retired list.

No. 96—Requires all commissioned officers and warrant officers on active duty to list all periods of sea duty from date of first commission or warrant up to 1 July 1951 on revised Officer Data Card (Form NavPers 340—Rev. 12-50).

No. 97—Announces acceptance of applications and requirements for appointment in medical allied sciences and pharmacy sections of Medical Service Corps, USN.

No. 98—Pertains to the incorporation of changes in *BuPers Manual*.

No. 99—Contains instructions concerning standard form of letters ordering naval personnel to active duty.

No. 100—Authorizes commanding officers to grant leave, if practicable, to temporary officers and enlisted personnel who are members of Fleet Reserve Association and who desire to attend national convention 1 to 3 Sept 1951 at Jacksonville, Fla.

No. 101—Outlines action to be taken in the case of absentees and deserters.

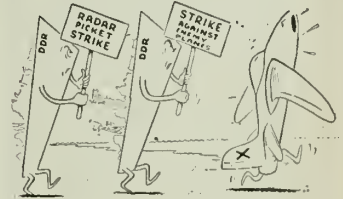
No. 102—Establishes processing procedures and eligibility requirements for appointment and indoctrination of women as officers in the Naval Reserve for immediate active duty.

No. 103—Opens enlisted correspondence courses to all enlisted personnel, USN or USNR on active or inactive duty, and lists courses now available to assist in preparing personnel for advancement in rating.

No. 104—Approves new standard share of service dress khaki uniforms, same as that of Marine Corps shade M-1, lighter than present regulation shade.

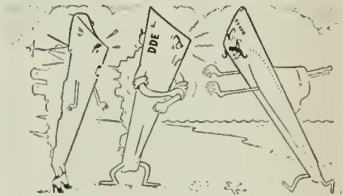
No. 105—Lists changes to publications requirements list contained in BuPers Circ. Ltr. 132-50, governing issuance of publications.

"She's a home and a feeder, and a squadron leader." That's a one-line poem which describes the leader, a type of large destroyer seen around the Fleet a few years ago. Along with other destroyers, spanning new one- or two-stackers and World War I



four-stackers, these were labeled DDs. Today destroyers are classified under four headings: escorts (DDE), radar pickets (DDR), leaders (DL) and just plain destroyer (DD). The DE of World War II is now labeled as an escort vessel in the patrol vessel category.

DDs are the most numerous of the destroyer types, those in active service numbering in the hundreds. DDRs are a wartime development. They substitute additional radar equipment



for the customary torpedoes. DDEs are a recent development. Their old designation of hunter-killers is a good clue to their submarine-hunting duties. The ever-present DD is the true work horse of the Fleet.

Destroyers are used, among other things, as air defense ships, anti-sub ships, shore bombardiers, surface-to-surface fighters employing either projectiles or torpedoes, and as plane



guards in carrier flight operations. The newest class is the leader, 3,675-ton DLs. Although these are the largest destroyers in the world (larger even than the cruisers of some foreign navies) Navy men still call 'em cans.

BOOKS: THERE'S GOOD READING IN MONTH'S VOLUMES

NOW IS a good time to stop by the nearest Navy library to catch up on the books selected by the BuPers library staff for distribution to ship and station libraries. Here is a cross-section of the latest batch:

• *Sails and Whales*, by Harry Allen Chippendale; Houghton Mifflin Co.

Tales of battles with mighty sperm whales, of "recruiting" at Cape Verde, of a shipboard fist-fight that lasted an hour a day for 21 days, help make this collection of salty reminiscences exciting reading.

Captain Chippendale, now 72, started on his first whaling voyage when he was 16. There followed a long succession of experiences that carried him through many encounters with whales, bullying masters and mutinous crews. Brief tours of shore duty working in drugstores and three wars—which found him on board warships and troop transports in the service of the United States and Canadian government—round out the volume.

* * *

• *The Cruel Sea*, by Nicholas Monsarrat; Alfred A. Knopf.

Navy libraries will be receiving copies of *The Cruel Sea* along with Book-of-the-Month Club members.

It is a novel about the battle of the North Atlantic, centering on the lives and loves of crew members of HMS *Compass Rose*. The writing is forceful, vigorous at all times.

Readers who like war novels

should find this book—written by the author of *Leave Cancelled* and *H.M. Corvette*—very much to their taste. Few will forget the chapter describing the sinking of *Compass Rose* and the hours immediately following the disaster, made quite indelible by the writer's unique gift for imagery.

* * *

• *The Golden Road*, by Peter Bourne; G. P. Putnam's Sons.

This is the story of Boston-born Henry Stewart, framed by embezzler Al Simpson. Henry flees the States and winds up in Panama, using the name Henry "Red" Malley. His goal: to find Simpson and clear himself.

There, he works with a former Texas Ranger, rounding up and hanging bandits led by the mysterious "El Jaguar." Between poker games, love affairs and voodoo rites; between railroad building, bouts with malaria and cholera outbreaks, Henry and the young Texan, Ran Runnel, wage war on El Jaguar's gang.

Not till the final chapter does Henry manage to catch up with the "Jaguar" himself—Al Simpson.

There's blood spilled a-plenty and enough local color to fill a painter's palette in this adventure story of the gold-rush days.

* * *

• *A Sailor's Odyssey*, by Admiral of the Fleet Viscount Cunningham of Hyndhope, Hutchinson and Co., Ltd.

From the other side of the pond

comes the story of Andrew Browne Cunningham; Britain's First Sea Lord during World War II.

The autobiography begins quite conventionally with details of Cunningham's ancestry and of his youth. Most of the book's 674 pages, however, deal with the admiral's activities in World War II.

Like other military writers, he offers many first-hand glimpses into the character of the leaders of the day. He speaks of President Roosevelt as "a man of great wisdom, charm of manner, humanity and simple kindness." Cunningham was "impressed; but conceived an instinctive dislike" for Stalin. His admiration for Winston Churchill—"that most remarkable and courageous Englishman"—goes without saying.

If you like personal histories, spiced with bits of British naval humor, this book is for you.

* * *

• *The Sea Around Us*, by Rachel Carson; Oxford University Press.

Beginning with a description of how the earth got its oceans, *The Sea Around Us* contains chapters on the pattern of the surface, hidden lands, the birth of an island, wind and water and "the encircling sea."

Concerning herself chiefly with the geological and geographical aspects of the sea, the author nevertheless makes many references to animal and plant life. She ties in recent experiences and discoveries that help make what might otherwise have become a drab presentation highly enjoyable.

* * *

• *The Armed Forces Officer*, published by the Department of Defense.

Colonel S. L. A. Marshall, USA, using *Leadership in the Armed Forces*, a text formerly used at the U.S. Naval Academy, as a basis—and with the cooperation of each branch of the armed forces—has prepared a 28-chapter book of practical advice to officer personnel.

Especially directed to the young and ambitious career officer, the book includes chapters on morale, discipline, rank and precedence, and customs and courtesies.

Written in conversational style, with many quotes from well-known military and naval figures, the work contains an abundance of "helpful hints" not necessarily restricted to the officer corps.

Royalties Fund Provides Recreation for Patients

Royalties from the sale of *Battle Report* were used for the purchase of a piano and books for patients at the U. S. Naval Hospital, Bethesda, Md.

The series of books was begun in 1943 and describes the Navy's participation in World War II. Five volumes are now available; a sixth is in preparation. ALL HANDS reprinted a chapter of *Battle Report* in April 1948, p. 59.

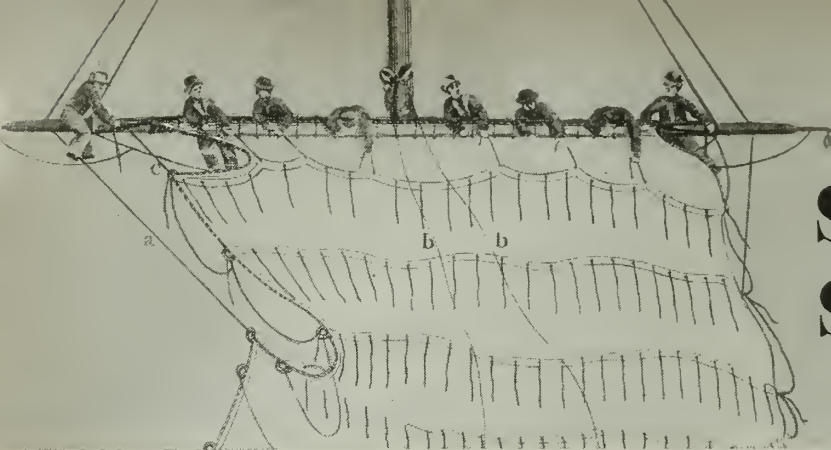
Under the provisions of the contract, neither the authors nor the

publisher may profit from the sale of *Battle Report*. Accordingly, a Royalties Fund was set up so that profits realized on the sale of the books could be used for Navy public welfare agencies.

Substantial appropriations have been made to the U. S. Naval Academy Museum and the Naval Historical Foundation. At the present time, administrators of the Royalties Fund are making purchases of recreational and other equipment for naval hospitals.



The early sailing Navy, which carried on into the latter part of the 19th century, developed the high standards of seamanship which are part of today's tradition; this is described in "The Broad Pennant" by Fitch W. Taylor, USN.



Sailing Ship Seamanship

In the 1840s the sailing frigates were still a vital part of the United States Navy. These handsome ships called for seamanship of the highest order, as can be seen by the following passages taken from the book "The Broad Pennant," by Fitch W. Taylor, USN. Included among the many ships in which he sailed (as chaplain) were the sailing frigates USS Columbia and USS Cumberland.

Three sections from Taylor's book describing life on board ships of this type, in the year 1846, are reprinted here in abridged form, to portray the excellent seamanship of the Navy's sailing frigates and the problems that had to be met.

Sailing in those days was not without its difficulties, and the complete transition from sails to steam could already be anticipated. However, the sailing frigate was to give way first to the steam frigate, which was of greatly increased size and power, and formed the main part of the navies of the world till about 1870.

IN Valparaiso, Chile, the good frigate which had taken me many a long league, in safety and comfort, on a circuit of the world, recalled all stragglers from the shore. A still calm reigned over the spacious basin of the harbor. I contemplated the view around me, gazing over the hammock nettings of the ship.

A French frigate lay by the side of us at a distance of

USS Mississippi aided Cumberland during the disaster.



less than a cable's length. Her British Majesty's naval force was lying near us. The Chilean fleet, too, was sprinkled over the bay.

It was known that our ship only waited for a breeze. Expectation was alive with curiosity to mark the evolutions of the American ship, while getting under way. The glasses from many a ship were pointed towards her, to mark the first movements which should indicate her intention to put to sea.

The iron stanchions had already been knocked away at the after hatch—the gratings put down—and the bars shipped to the capstan by the carpenters.

Suddenly, the boatswain's whistle, repeated by each of his mates, came with its shrill sound over the gun-deck, succeeded by the deep and hoarse cry,

"All hands to up anchor, ahoy!"

There was a spell in this cry, that woke near five hundred men to instant and specific duty, whatever may have been their employment or leisure for an idle or busy moment before.

The boatswain's cry had hardly died away along the decks, before every officer and man were at their stations.

"Man the bars!" cried the First Lieutenant, who becomes the officer of the deck when "all hands" are called. From three to four hundred men as instantly placed their athletic forms to the bars of the capstan.

Others stretched along the messenger, extending from the capstan to the bow of the ship, used for the purpose of heaving in the heaving iron chain by which the frigate swings.

"Round with the capstan—cheerily, men—round with her!" again cried the First Lieutenant, while the music struck up a lively air, to which the men marked time with the tramp of their feet as they moved around with the messenger, which warped in the clanking chain.

The ship glided easily ahead, obedient to the pressure of the power now applied to the bars of the capstan.

"Heave, men—heave, I say! round with her. Now she comes, finely—cheerily, and away with her, I say!"—and other expressions now encouraging the tugging crew, obedient to the encouraging voices of their officers and the exciting spirit of the music, as the many fathoms of the clanking iron came in, fathom on fathom, while the coil of the messenger was wound around the capstan, as the spider gathers in his silken thread.

The stir in the ship, and the music to which the men were walking around the capstan, had already attracted the gaze from the neighboring ships, leaving it no longer a doubt that the moment had come to move.

"Pull the capstan!" cried the First Lieutenant through

his trumpet, as he stood upon the horse-block, the interest of the scene becoming each moment more exciting; and the iron cable having been wound in to a few fathoms of its perpendicular to the anchor.

The long shrill of the boatswain's whistle at this order, was the known token to the men to cease their pressure upon the bars. The music ceased, and the tramp of feet upon the deck was hushed.

At this moment I looked, as I stood upon the arm-chest of the quarter-deck, to mark the different ships of the harbor. The French frigate lay but a short distance from our side, with a number of her officers gazing from the poop-deck, while the spy-glass was passing from hand to hand. From every port-hole that commanded a view of our ship were seen the heads of the crew, breaking orders in their curiosity and interest. The eyes of the French and the English were upon us, and the (American) sailors wished that the evolutions of the frigate might do herself credit. From every direction the eye of nautical criticism and interest was awake.

I had caught the fever of the moment myself, and hoped and believed that the frigate would do herself justice and credit at this moment, when her further movements would be in full view of so many gazers.

"Send the men on deck to loose sails," calmly enunciated the First Lieutenant through his sounding-tube.

"Man the top-sail sheets and halyards," he continued to enunciate.

"Lay aloft, sail-loosers."

At this last order, 250 men were seen in the rigging, gliding with the rapidity of wild cats up the rattlings of the ship to the tops. They paused for the further order before they moved, rendering the scene that had just passed almost one of magic.

Their persons were now hardly seen, as they stowed close and listless to the mast, unlike the things of life they had exhibited themselves in their passage up the rigging.

"Man the boom try-sail lines—trice up—lay out and loose."

This order was yet lingering on the lips of the lieutenant when the tops disgorged their two hundred and more men, as they shot themselves along the yards, and with nimble fingers unknotted the gaskets that confined the sails in rolls, compressed to their smallest possible dimensions, to the yards.

"Are you ready with the main?" asked the officer through his trumpet.

"Are you ready with the fore? Are you ready with the mizzen?"

"All ready, sir," came severally from the tops of the several masts, as they were hailed.

"Let fall—sheet home—and hoist away the top-sails!" was the next order, at which the canvas dropped from the top-sail and topgallant yards, in unison and beauty, as if some sea-fowl, resting upon the water, had suddenly spread her wings, and fluttered for a moment, before she cut the blue air on her swift distant course.

Only a moment had passed and the top-sails were sheeted home—the men were again upon deck—and the topsail yards, as the music again was heard, were hoisted to their place, so as to bring the sails to their proper tension, while the topgallantsails hung bellying at their pleasure, till another order should elevate the yards from the cross-trees.

The yards were now braced so that the head sails,

contrary to the main and mizzen, should receive the wind and cause the ship to pay off to the leeward, when the anchor should be tripped.

The bars were again manned, and the capstan, to measured time of the tramp of the men and the music which inspired them, moved cheerily around, until a voice came from the Second Lieutenant, on the forecastle: "The anchor is away, sir!"

The ship now paid off—the job halyards were manned and the sail run up, with the airiness of a rising kite—the head yards were braced full; and the ship now rested for a moment, until the breeze falling full upon the three top-sails overcame her inertia. Then she began to ripple through the water, increasing her velocity, until she moved with a slow majesty, that told her a thing of dignity, and life, and freedom.

Thus was the ship now moving—the anchor having been fished and catted—when the spanker out-haul was manned, the brails cleared, and the spanker hauled out.

A new impulse was felt, and another impetus given to her step.

"Man the fore and main tacks and sheets—top-gallant-sheets and halyards—sheet home, and hoist away the top-gallant-sails—let go the rigging and haul aboard!"

This order spread the main and lesser wings of the good frigate, as the two courses and the top-gallant-sails added their expanse of canvas to the breeze.

"Loose the royals—clear away the flying jib. Are you ready with the royals? Let fall—clear away the down-haul—hoist away!"

This order in a moment more completed the dress of white, in which the frigate had so rapidly arrayed herself; and every ell of canvas that had been spread gave new speed to her velocity, and new grace to her movement, as she bowed adieu to Valparaiso.

★ ★ ★

There is a delicate state of things existing (in 1846). Even war at this moment may be waging. It is, therefore, the part of a judicious officer to keep his ship in readiness for action.

General quarters and the exercise of the frigate's guns

USS Cumberland had to appeal to a steam vessel.



Sailing Ship Seamanship

have been frequent during our passage; the guns have been shotted, and all is in readiness for action, should occasion present.

At seven bells last night, or at near midnight, a few taps on the drum started every man aboard ship; and a few more rolls of drum and fife brought the men to their quarters.

The lanterns were lighted—the guns cast loose—the magazine opened—and all reported to be in readiness for action.

A distant light on the sea, supposed to be a steamer, advanced, without deviating from her course, and ere long was again at a distance from our frigate.

It would be a difficult thing to surprise a well disciplined warship, or find her unprepared to enter into an engagement, within five minutes' notice. No one on shore, who has not witnessed the quickness of the movements on board a man-of-war can realize this rapidity of action, without confusion, noise, or delay.

Our crew consists of about 500 men all told. Each person on board has his station, in time of action, which he is nearly as familiar with, as he is with the time and place of his meal; and he frequents it nearly as often. He finds it in the dark or in light, at hours of day or at midnight, at the tap of the drum.

In less than two minutes he has his hammock tied and stowed—his arms and guns ready for battle—and himself prepared to do honor and defense for himself and his country, whenever the moment demands his action.

At all hours of the day and night, the quartermasters keep a look-out for the minutest occurrence, around and abroad, so that no boat of sail can approach, or other movement take place, in port or at sea, within vision of the ship, without being reported to the officer of the deck.

Such watchfulness and readiness for action in all other departments of the ship also prevail. The lights are reported every half hour of the night—an officer having been sent the round—and the pumps with the same frequency. Nowhere is order and dispatch so beautifully and practically exemplified as on board a man-of-war.

We hope to gain our mooring off Vera Cruz (Mexico) before night. The sea breeze begins to freshen. Our ship has her ample spread of canvas upon her, giving hope that, not many hours more, and we shall take our place among the ships composing the United States squadron, whose masts may be seen from the fore-top.

The sea breeze still freshens, and we are pressing on with the royal and studding-sails set, the land appearing all about us as our ship gains her position nearer in to shore.

Our First Lieutenant has the deck—trumpet in his hand—ready to take in sail or to increase it. The ship, now in her most critical position, is standing on to land.

All hands are on deck—the crew in their places, to execute the order for working the ship—the officers at their stations, to facilitate the action of the men.

We are standing gallantly onward, fearless of the breakers and the shoals, as our ship is handsomely weathering them, with a beautiful action that does her credit, under her press of canvas, filled with a favoring wind.

"Stand by to take in the studding-sails; man the clew-

lines, sheets, and down-hauls!" cried the First Lieutenant, who now stood upon the poop-deck, and placed the trumpet to his mouth.

The frigate was bringing the extreme point of the outer reef nearer abeam; and it was deemed advisable to give the reef a wider berth, as the ship should pass it.

"Stand by to furl the royals—man the royal clew-lines!" continued the First Lieutenant, while the men stretched themselves along the down-hauls and clew-lines, and waited for the further order, which, even while it yet lingered on the lip, should cause the royals to be gathered to the yard, and the studding-sails to come to the deck. A moment more, and the order came:

"In studding-sails and royals!"

The three highest sails of the ship were gathered to the yards so snug, that nothing scarcely could be seen, save the naked spars, like some slight black outline, now crossing the far up royal-masts.

"Man the lee braces," continued the officer, as we had cleared the first reef handsomely. Still another reef was to be weathered, to enable the ship to gain the lee of the little island, where a squadron of six ships was seen, riding at their anchors.

"Man the lee braces, I say," continued the Lieutenant; "haul taught!"

The sails of the three masts now made a beautiful and equal slant, as the yards were sharply braced to the wind, and allowed the ship to stand yet further off from the second reef, over which the breakers were combing, to weather its extreme point without danger.

We were now beyond the coral reefs, fearful to the eye of the mariner, when on a lee shore. Now the ship, obeying the motion of the wheel, wore handsomely away, and filled the bellying canvas, as we stood directly down to the little fleet, resting at its anchors.

But soon the sails of the fore were thrown aback, while the jack was run up to the mizzen head—the stopper broke—and the signal thus made said, "We wish a pilot." A boat was seen, and, ere long, a pilot was on board. The ship again filled away, and stood boldly into the anchorage ground. The wind continued fair and fresh, and filled the top-sails and top-gallant-sails. The fore and main-sails had already been clewed up—the spanker brailled—the jib stowed. The ship bore down in a gallant style, with the wind directly abaft.

"Is the rigging clear of the guns, sir?" demanded the First Lieutenant of the gunner.

"All clear sir," was the reply.

"Let the men stand clear of the guns, then sir," continued the officer, placing the trumpet to his mouth; and now giving forth the order in a yet louder tone:

"Ready, sir!"

"Starboard—fire!"

"Larboard—fire!"

This order was repeated, until thirteen cannon alternately, from each side of the ship, spoke loudly over the sea, and told the Commodore, whose squadron we came to join, that we were near, and saluted him. The Commodore's ship opened and returned fire, in acknowledgment of the compliment.

The frigate stood in directly for a French man-of-war, which lay nearest to the berth which our own ship was to take. It seemed as if our frigate designed to run the Frenchman down, with the wind pressing us directly astern; and the danger of doing it, whether we designed it or no, seemed, at this moment, not to be inconsider-

able. Yet, the heavy anchor from the starboard bows was let go in good time, and the pressure of the stopped upon the links of the clanking chain, as it continued to run out, finally checked the frigate.

When the spanker was hauled out, the ship came up gracefully into her position.

★ ★ ★

The *Cumberland*, with the fleet in her wake, was under way from Vera Cruz. The passage through the reefs (had been) mistaken and the Commodore ordered the ship to be tacked.

It was three minutes too late. The evolution needed some twenty feet more space.

Our ship struck on the rocks, and the tide and the wind both drove her on, as far as the bottom of the shoal would allow. The frigate succeeded in working her keel some two or three feet down in the coral formation, and stood perfectly upright.

A signal was made for the steamer *Mississippi*. We requested her to come down and give us a tug off the reef.

With the first stream of daylight, a hawser was got aboard the *Mississippi*, while she took her position at near right angles to our ship, with an anchor ahead, but bearing a little on our larboard bow.

Then came the tug of war. A few moments only were necessary for the noble steamer to snap the hawser. The *Cumberland* budged not, even a perceptible part of a point, from her broadside berth upon the reef.

"Shall the chain cable be carried out to the *Mississippi*?"

This question conjured up all the ghosts of the boats' crew of the unfortunate *Missouri*, who were borne down to their watery graves as they were taking out a kedge with a heavy chain attached to it. But the captain was ready to pledge his commission that the effort to lead the chain to the *Mississippi* should be successful.

A hawser by another launch was led from the steamer to the frigate and made fast to the end of the chain cable, which was passed out of the hawser-hole of the frigate, and veered out, link after link, as the *Mississippi* roused in upon the hawser.

"All's fast, sir!" was the only sound that came over the intervening space of water between the two vessels; and "Haul tight!" sent back in reply.

The wheels of the *Mississippi* were seen to move—dark clouds of smoke in heavy volumes rolled away from the huge pipe of the steamer, but the *Cumberland* moved

not! The heavy columns of dark smoke still floated to the leeward—the chain cable continued to sustain the strain—and the frigate still rested in her coral bed.

Water was now being pumped overboard—thousands of gallons had been discharged from the tanks during the night—sixteen guns from the upper deck were plunged into the deep—the spare spars were made into a raft, and anchored off on the reef—the top-gallant and topsail yards, and the top-gallant masts had been sent down—the topmasts housed—the shot, round, grape and canister, and the provisions of beans and pork sent—and still the steamer tugged at the chain.

"She will not go. It is all in vain. She will leave her bones on the reef. The rest of the guns must go overboard. Before now they should have been given to the deep if we will save her hull."

The steamer, still tugging at the taughtened chain, endeavored to woo her to deeper water. As her keel came down she crushed the yielding coral to powders. But yet she hung firmly—discouragingly—and small parts of her keel had drifted up at her side, telling the contention that had been going on below.

The Commodore, at this point, seemed to have settled down with the idea that the effort was useless—the *frigate must be lost!* "Come," said he to captain, "Let us take it quietly. The Department shall be informed that it was no fault of yours that the ship went ashore."

As I passed the binnacle, I perceived that the frigate had changed her position six points, and at this moment lay at right angles with the position of her keel in the morning.

I sprang to the poop-deck. In a moment more, I felt the noble ship shoot from the reef.

"Stand by to let go the larboard anchor!" cried Captain Forrest, as the order rolled along the gun-deck.

The Commodore, ascending the ladder and standing on the upper-deck, clapped his hands and exclaimed, "Thank God, she's off!" It was an echo of gratitude that bounded at the same instant, if not from the lips, yet from the hearts of five hundred souls.

The next morning the *Mississippi* took us in tow, still further from the reef; and gave us an anchorage far enough in its distance from the lee-shore and coral shoals.

Had not the steam vessel been available for our relief, as she pulled the frigate, inch by inch, from the coral rocks, we would have been beyond the power of removing the ship from the reef—however long the effort had been made.



TAFFRAIL TALK

THERE HAVE BEEN many two- or three-time plank owners in the Navy, but a "double plankey" is something new.

That is what they are calling a couple of Navy men who have had a unique experience—they were on board for both the original commissioning of their ship and its recommissioning after coming out of mothballs.

Lieutenant Phillip L. Williams, USNR, gunnery officer of USS *Dortch* (DD 670) was the junior officer in the ship when she was commissioned in the fall of 1943 at Kearney, N.J. After three years of war service, he was officer in charge of the vessel when she was inactivated and put into the Reserve fleet.

Returning to active duty, Williams found himself on board the same ship, recommissioning her and fitting her out for sea again. "It's a ghostly feeling," he said, "to open the old record books and see my own handwriting."

It was a repeat performance for Warren E. Boydstun, quartermaster 2d class, USNR, when he was ordered aboard USS *Brown* (DD 546) in time for recommissioning ceremonies.

Boydstun was assigned the same bunk in the same compartment in the ship on which he had served 27 months in the Pacific during World War II.

* * *

The ship's brig in USS *Winston* (AKA 94) is performing collateral duty these days which makes it one of the busiest in the Fleet. Also one of the most popular.

As boon to shutterbugs, part of the brig space has been used



to construct a darkroom. It contains all the necessities, including two enlargers, two printing boxes, a trimmer, running water, and a ventilation system.

The darkroom is so built that it could be readily removed should the need for additional brig space arise.

Eighty-five per cent of *Winston's* crew have cameras. They're enjoying their brig for the first time.

* * *

ALL HANDS back cover is now getting almost as much favorable comment as the front cover photographs. Those illustrations on the back of the magazine usually tell a story which packs a powerful punch, or points—without words—to a moral. The "Don't Talk" back cover of the February 1951 issue has been reprinted in several Navy newspapers and periodicals.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 21 May 1951, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

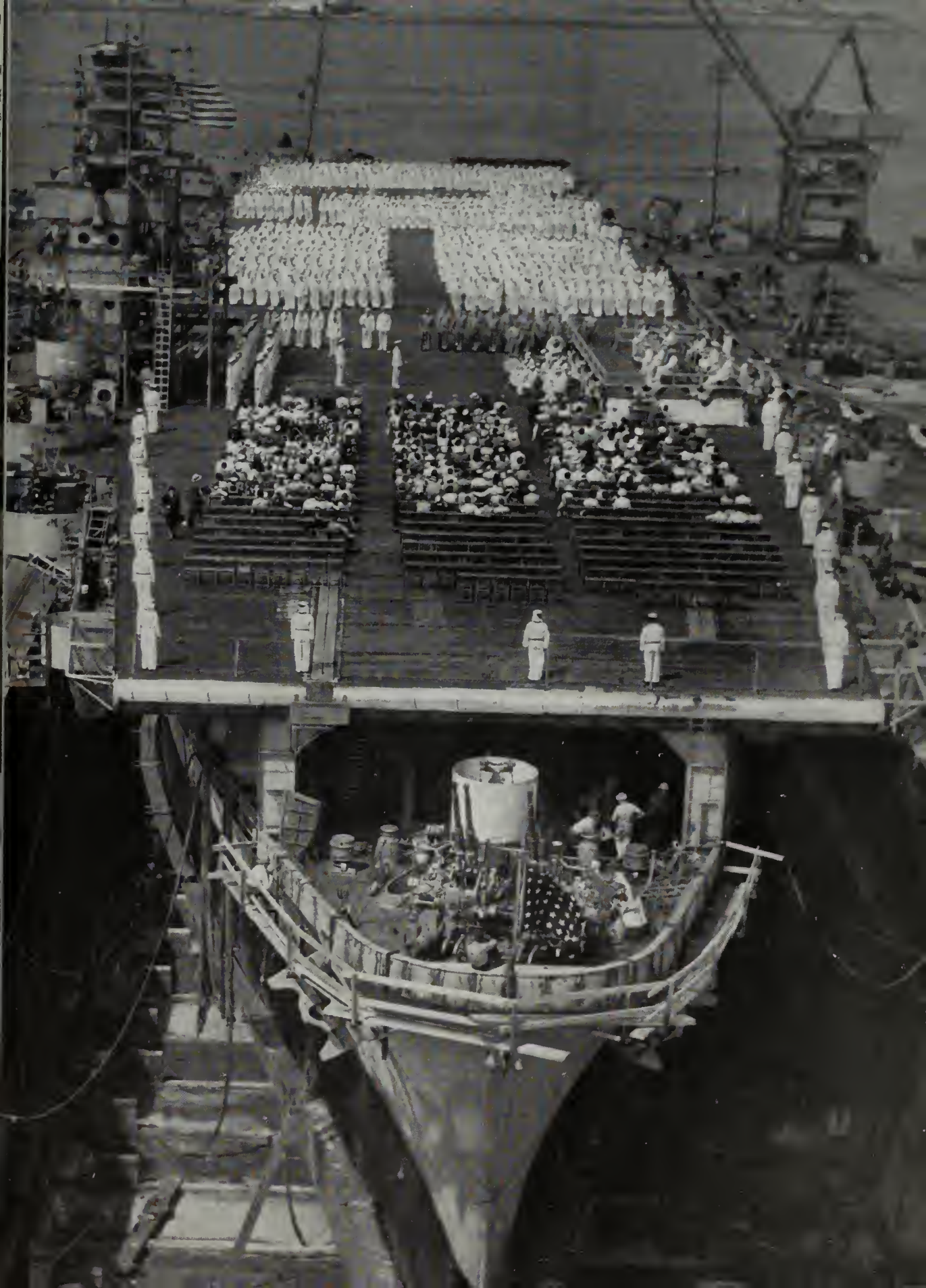
The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: A veteran of Asiatic-Pacific warfare, USS *Salerno Bay* (CVE 110), is recommissioned in Boston. The crew and guests stand at attention while the big ship's flags are hoisted. ➡





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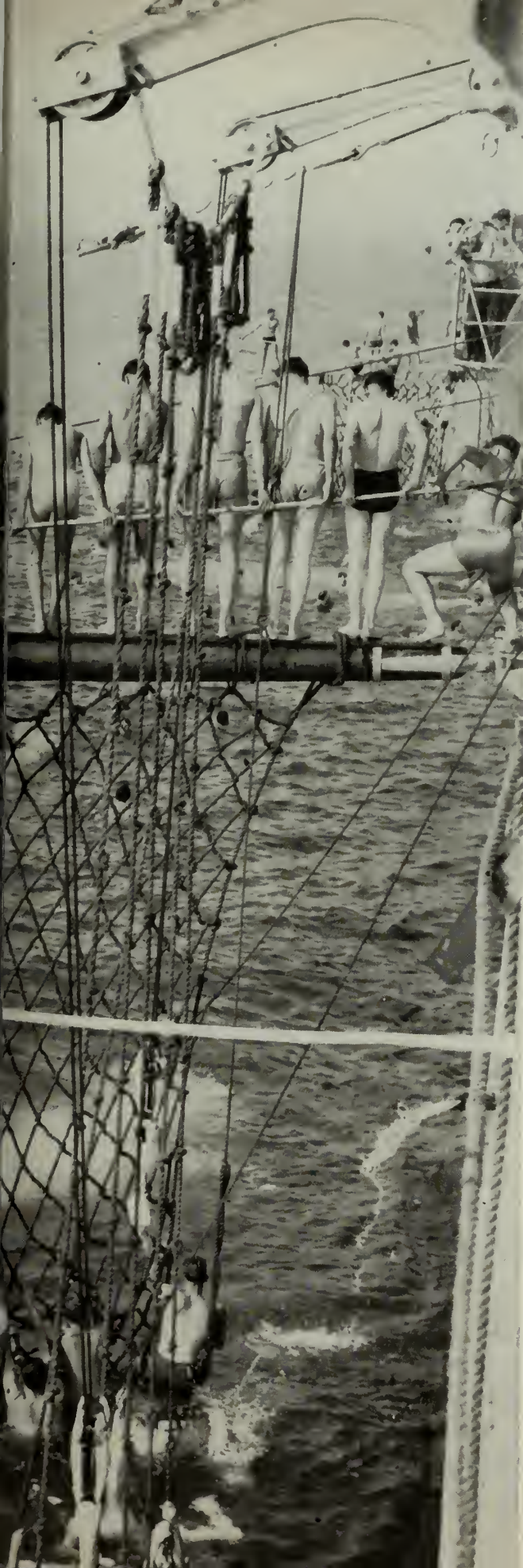
ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SEPTEMBER 1951 Navpers-O NUMBER 415

VICE ADMIRAL LAURANCE T. DUBOSE, USN
The Chief of Naval Personnel

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• **FRONT COVER:** A well-executed forward pass will bring your team nearer the end zone. So, too, will teamwork bring your Navy to its goal. Paride DeGiulio of Providence, R.I., is pictured in an *All Hands* photo by Walter G. Seewald.

• **AT LEFT:** Sizzling 90-plus degrees waved over the decks of USS *Newport News* (CA 148), booms and life nets were lowered, someone trumpeted swim call, and almost 200 sailors hit the Atlantic.

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated; p. 32, upper left, Thomas E. French, SN, USN.

Casualty's Family Gets a Prompt Report

THE DAWN is cold and gray off the coast of Korea. Shells are dropping thick and fast as Commie coastal batteries open up with all they've got. Suddenly Alfred Johnson, SN, USN, slumps to the deck of USS *Citadel*—blood seeping from shell fragment wounds. His right arm is badly lacerated, his jumper slowly turning red.

In a matter of minutes, Johnson—our fictitious sailor serving in a fictitious ship—is taken below by corpsmen, along with other shipmates who are hurt. Navy doctors patch up his mangled arm and shoulder and prepare to transfer him to a hospital ship or the naval hospital at Yokosuka, Japan.

Meanwhile the casualty report officer, designated by Johnson's commanding officer, drafts a report of those killed, wounded or missing. Data reported includes name, rank or rate, service or file number, casualty status—that is, killed in action, died of wounds (including date wounded if known), died of injuries (including date injured if known), died of disease, missing in action, wounded in action, injured. A "wound" is defined to mean a disability resulting from action with an enemy while an "injury" means a disability resulting from some cause other than enemy action.

The CRO's report is speedily transmitted to the Casualty Branch, Bureau of Naval Personnel. Frequently the ship relays the message to the nearest shore radio station—perhaps at Guam or Honolulu—from which the message is passed on to Washington. Within a few hours, the Casualty Branch—whose duty it is to notify promptly, accurately and

sympathetically the next of kin of those in casualty status—has sent official notification, via commercial telegram, to Johnson's family.

Fortunately Seaman Johnson was wounded, not killed. In order to keep his family quickly and completely informed about his condition, CO's of medical activities are directed to send prognosis and progress reports to BuPers which relays them to the

Next-of-Kin Gets The Word

Within a Few Hours, Due
To Speedy Action by BuPers

next of kin. These reports, including data on the doctor's diagnosis, man's condition, transfers, changes in diagnosis, should continue until the man is removed from the "serious" list or until final disposition is made of his case.

Due to conditions existing in the Korean area, it is regretted that this procedure cannot always be followed. However, all reports received are promptly relayed by BuPers Casualty Branch. In the absence of progress reports; it is usually safe to assume that the man is recovering satisfactorily.

Normally, "letters of progress" are sent by hospital commanders directly to the next of kin twice a month until the man himself is able to write home. This procedure is not being followed overseas at the present time because of emergency conditions.

Meanwhile, Johnson's CO may write a personal letter to the sailor's family. Due to combat conditions, however, COs usually are able to write only to the families of men reported missing or killed.

The chaplain also may write to Johnson's family. In the event of loss of life, he would describe the religious services in some detail. Any personal information about the man's service or associations that would be of interest to the family is included. Uniformed USN chaplains are now making sympathy calls on the next of kin throughout the United States.

As Johnson's convalescence progresses, and if it is found that he no longer needs hospitalization but is not yet fit to return to active duty, his CO may grant him up to 30 days' sick leave.

Let's look behind the scenes now to see what transpires before Johnson's family is notified of his wounds.

Speed and accuracy are the rule at BuPers where the Casualty Branch is "on call" around the clock, getting the word on casualties to the next of kin in a matter of hours.

The actual machinery works like this: Navy communications receives the CRO's dispatch relayed from the ship or shore activity concerned. Often less than an hour passes between the time the report is first put on the airwaves and the time it arrives at BuPers. Within a few minutes a messenger takes the report to the Casualty Branch. A notification clerk logs it in a casualty record book and gives the dispatch to the jacket control desk where a request for jacket is prepared for each person named. At the same time, a check is also made for the new "Record of



Emergency Data for the Armed Forces"—Form DD-93—and the "Dependents' Assistance Folder," while a casualty folder is being prepared.

If form DD-93 is available, it is inserted in the casualty folder together with the original dispatch or an excerpt. An initial telegram, reading somewhat as follows, is sent to the next of kin:

A REPORT JUST RECEIVED OF PERSONNEL WOUNDED IN ACTION IN THE KOREAN AREA INCLUDES THE NAME OF YOUR SON ALFRED JOHNSON, SN, USN, WOUNDED ON 23 AUGUST 1951. I REGRET THAT DUE TO COMBAT CONDITIONS DETAILS ARE NOT AVAILABLE BUT YOUR GREAT ANXIETY IS UNDERSTOOD AND ANY FURTHER REPORTS RECEIVED WILL BE FURNISHED YOU PROMPTLY. YOU ARE ASSURED HE IS RECEIVING THE BEST POSSIBLE MEDICAL CARE AND I JOIN IN THE WISH FOR HIS SPEEDY RECOVERY.

VICE ADMIRAL L. T. DUBOSE
CHIEF OF NAVAL PERSONNEL

The communications section usually gets the BuPers telegram on the wires within 10 minutes after receiving the message—depending upon the number of messages to be sent. In a short while, Western Union is delivering the telegrams. Western Union, however, does not deliver such a message between the hours of 2200 and 0700. As an additional precaution, notification of death are handed to male members of the family whenever possible.

When BuPers is notified that the next of kin is ill—as in the case of a sailor whose father was recovering from a heart attack—an effort is usually made to have a chaplain deliver the message personally. In the event a man has requested that a particular person—say his minister or family physician—break the news to his family, his wishes are carried out.

During "off duty" hours, a BuPers duty officer is on watch to receive



CASUALTY ARRIVES aboard the transport which will take him to a hospital or to the States. Meanwhile, his casualty report is well on the way to BuPers.

any incoming messages. When an unusual circumstance arises, such as the loss or damage of a craft, the head of the Casualty Branch is contacted.

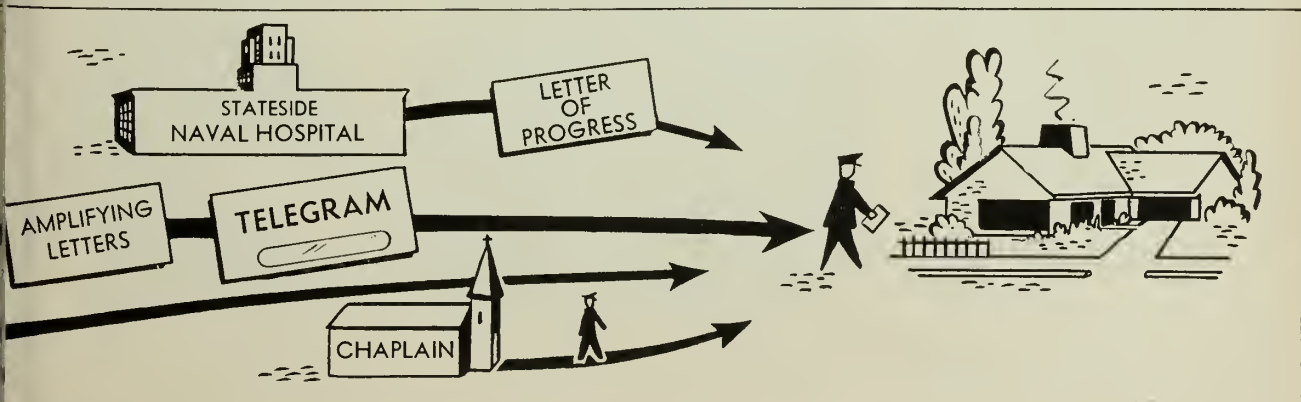
Normally, the notification is received by the family within a few hours after the initial report has been made. In no instance would the Casualty Branch withhold processing over night unless a major disaster physically precluded the preparation and release of the completed reports.

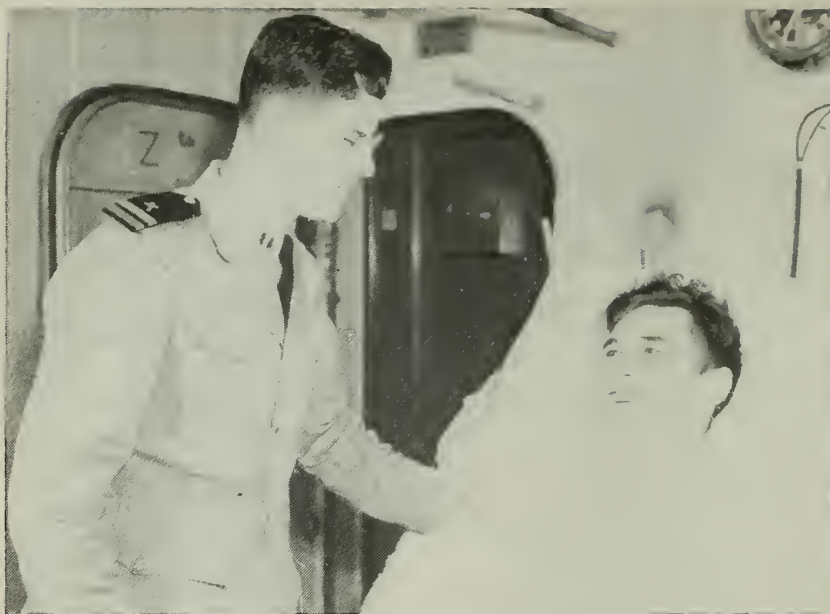
Delays generally occur at the site of battle, however, inasmuch as considerable checking must be done in an effort to eliminate false listings. Often details are not available for hours, even days. Occasionally, BuPers has to refer back to the field for further checks on muster rolls or individual names.

If a man is reported deceased, after notification has been completed his case is turned over to a death gratuity clerk who immediately sends death benefits information and application forms to the beneficiary and next of kin.

When the jacket is received from the files section, the notification clerk double-checks to see if there is any additional information in file which may be useful in processing the case and settling death benefits.

At this time, also, various offices within the Bureau are furnished with telephonic reports of casualties. A notation is entered in a log book and a card file record is made for ready reference. Finally, the case is analyzed as to casualty and service data and a "Report of Casualty" is transmitted to various Navy Department





CHEERFUL CHAPLAINS take a personal interest in casualties aboard ship. It is not possible, however, for them to write or visit families of all wounded men.

offices and other governmental agencies having jurisdiction over the payment of death benefits and the settlement of the affairs of service personnel. Commercial insurance firms, if listed on the records, are furnished a copy of the official death report.

Four hours after the Bureau has put the notification telegram on the wire, the information is turned over to the Office of Public Information for release to the press. However, there is now a three to four day period before the newspapers can print these casualty lists.

Occasionally, a newspaper prints the name of a person injured or wounded and the family does not receive official notification from BuPers. Since, normally, only those critically or seriously injured or wounded are reported to BuPers, men whose names appear in newspapers in this way are usually suffering from minor wounds and will soon be returned to duty.

However, in view of the conditions existing in the combat areas reports of casualties sometimes are unavoidably delayed and errors in reporting sometimes unavoidably occur.

In addition to its notification duties, the Casualty Branch processes death claims; answers inquiries from relatives and other interested persons, including members of Congress, concerning details incident to casual-

ties; service data and information concerning other benefits payable by the Veterans Administration, Social Security Board, War Claims Commission, etc. and has liaison with the Army Graves Registration Service, Personal Effects Distribution Centers, and other governmental offices or agencies.

Questions from relatives about medals awarded, names and addresses of shipmates who might be able to supply additional information, and circumstances surrounding

the casualty occurrence—much of which was classified during World War II and could not be released—are now given special attention.

When casualty investigations are completed in the field, an "amplifying report" is submitted by the CRO or investigating officer as soon as conditions permit. Of prime importance in clarifying the status of those reported "missing," this report includes additional information concerning the casualty: whether or not misconduct where no action was involved; available details as to where and when last seen, extent of searches made, the weather conditions and chances of survival if missing; disposition of remains if dead.

In a very few instances, additional information concerning death of men previously reported missing or taken prisoner in inaccessible areas during World War II, still is being reported to BuPers. When such information is received, the Casualty Branch promptly notifies the next of kin and amends its records accordingly.

The Marine Corps maintains its own Casualty Branch. Its procedure is similar to that of the Navy. Here again, incoming lists are checked to insure correct notification. Speed and accuracy set the keynote. USMC's Personal Affairs Branch administers a "casualty assistance program" which performs two services. It both informs next of kin of available benefits and aids them in obtaining these benefits.

New Data Form Speeds the Reporting of Casualties

Use of the "Record of Emergency Data for the Armed Forces"—Form DD-93—is speeding up the work of the Navy's Casualty Branch at BuPers. The new form, in force for less than a year, replaces the old beneficiary slip, NavPers 601 (pages 7 and 8 of the Service Record).

Form DD-93 is designed to provide an adequate emergency data record. Included are the name and address of the person to be notified in case of emergency, the person to receive the six months' death gratuity, the person—including commercial insurance companies or banks—to receive the special Class E allotment and the amount to be received, in case a man is reported missing, a prisoner of war, or other-

wise prevented from returning to naval jurisdiction.

It has become increasingly evident that personnel are not giving proper significance to items 10 and 11. There has been a tendency to list all relatives on the form. Such information is not desired. The relatives that must be named in items 10 and 11 are the ones to whom the six months' death gratuity will be paid, providing there is no widow or child, and if they are otherwise eligible. In most cases, therefore, the person named in items 10 and 11 will be the same as the one named in items eight or nine.

A new Form DD-93 should be executed when any major change in status occurs.

CPO Runs TV Program Which Keeps Families of Servicemen Up-To-Date

A NEW KIND of quiz program, broadcast over television for an audience of 100,000, is proving its worth to families of servicemen in the Chicago area.

These are some of the questions that are answered on the TV screen:

Can a member of the National Guard request discharge to enlist in the Navy?

I am buying my son a farm to operate, and want to know if he'll be deferred from the draft?

Can a woman doctor join the Navy?

How long will my husband, who was ordered to active duty from the inactive reserve, have to serve?

Such queries about the armed forces are being answered daily by Joseph F. Corey, ADC, USN, a new television personality, over Station WBKB-TV.

Navy Recruiter Corey is the emcee for "Assembly," a five-day a week half-hour TV show which features all the armed services, offers no fabulous jackpots. His audience and radio-theater press critics, however rate the telecast tops—useful, timely, well-done.

It all started when the recruiter, in his never-ending knocking at the door of television program directors' offices, produced his "open



TALES OF THE SEA were told by men of USS Joy (DE 585) on "Assembly," the TV quiz program which includes demonstrations, and films.

sesame" idea to the TV publicity media. Producer of "Assembly" is S. "Red" Quinlan, who served as a lieutenant in the Naval Reserve during World War II.

With full assistance from other branches of the armed forces and civilian organizations, the problem of securing adequate program material has been whipped. Chicago's main Navy Recruiting Station staff

is the clearing house for scheduling programs, and procures the cast personalities with assistance of the other services. The staff also handles a heavy and increasing volume of questions-and-answers mail.

The show is authorized by the Department of Defense and aims to acquaint citizens with their armed services, while keeping them informed of up-to-date developments and legislation concerning military personnel affairs.

"Assembly," titled after the bugle call, first went on the air in January 1951, with Chief Corey as moderator for members of all the services.

Highlights of the daily shows are the enlisted men and women of all branches who take part in the regular feature of a questions-and-answers forum, demonstrations and interviews, and armed forces films released for television.

That "Assembly" is a topnotch TV show is evidenced by the fact that more than 100,000 people view the show every day.

Entertainment critics sum it up as the biggest and best public service TV show to hit the Windy City.

The TV program, say the critics, is valuable to families with persons of military age and should build considerable goodwill.



PLACES they have been are pointed out by G. L. Mix, ENC (center), and Ray Ten Hagen, BTC, to emcee Joseph F. Corey, ADC, USN, holding globe.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **SEA DUTY**—All shore duty outside the continental United States, except duty in the Panama Canal Zone, Puerto Rico and the 14th Naval District, is considered at the present time as sea duty for the purpose of rotation.

On the Officer Data Card, Form NavPers-340 (Rev. 12-50), a space is provided for listing *next duty desired* under which is the heading "Advance Base." This is interpreted as shore duty outside the United States which for rotational purposes is counted as sea duty.

According to BuPers Circ. Ltr. 119-51 (NDB, 30 July 1951), this heading will be changed on the next printing of the officer Data Card to read *Foreign Shore Duty*.

• **TRAVEL BY AUTO**—travel by privately owned vehicle is authorized for enlisted personnel ordered to permanent change of duty station (including periods of temporary duty performed between permanent stations) as provided by Art. C-5317 of *BuPers Manual*.

Such authorization, however, must be specifically included in enlisted orders. Otherwise you are not entitled to travel time by auto at the rate of 250 miles per day, nor are you eligible to receive commuted rations for the difference in travel time between that authorized for rail and privately owned vehicle.

Where travel by privately owned vehicle is requested and authorized,

Free Mail in Combat Area Extended to 30 June 1953

Free mail privileges for members of the armed forces serving in Korea, and other combat areas which the President may designate, have been extended to 30 June 1953 by Public Law 54, 82nd Congress.

The extension was announced in Alnav 58 (NDB, 15 July 1951). Details of the free mailing privileges originally were fully explained in *ALL HANDS*, October 1950, p. 45.

BuPers Circ. Ltr. 114-51 (NDB, 30 Jul 1951) states that issuing commands will insure that the authorization is specifically included in the orders. Travel time corresponding to the mode of travel *authorized in the orders* will also be inserted in the Standard Transfer Order.

• **PO CERTIFICATES**—Petty officer appointment certificates will now be issued by commanding officers to Naval Reservists on active duty upon their advancement to pay grade E-4. Regular Navy personnel advanced to this grade were previously authorized to receive the certificates.

Due to the present temporary nature of advancements to pay grade E-5, E-6 and E-7, issuance of the certificates for advancement to those

pay grades has been suspended as of last January 1st in accordance with instructions of BuPers Circ. Ltr. 181-50 (AS&SL, July-December 1950). However, BuPers will issue the petty officer appointment forms to chief petty officers receiving permanent appointments.

According to the new directive, BuPers Circ. Ltr. 93-51 (NDB, 15 June 1951), the petty officer appointment forms will not be issued to Reserves in an inactive duty status, except that the Chief of Naval Personnel will continue to issue appointment forms to acting Chiefs who hold rates of a permanent nature when they qualify for a change in status to permanent appointment.

Instructions for issuance of the petty officer appointment forms, (DD Form 216N for the Regular Navy and DD Form 216NR for Reservists) are covered by BuPers Circ. Ltr. 82-50 (AS&SL, January-June 1950) as modified by BuPers Circ. Ltr. 181-50 (NDB 15 November 1950) and BuPers Circ. Ltr. 93-51 (NDB 15 June 1951) respectively.

• **PH STRIKERS**—All strikers for the photographer's mate rating with the symbols of PHSR, PHSA and PHSN are now to be changed to the corresponding aviation rate symbols: PHAR, PHAA and PHAN, as appropriate, according to BuPers Circ. Ltr. 109-51 (NDB, 16 July 1951). Strikers for associated emergency service ratings are to be changed accordingly.

The *Enlisted Navy Job Classifications* (NavPers 15105, revised), applicable to the PH and AF ratings, and the qualifications for advancement in the PH and AF ratings as presently contained in *Qualifications for Advancement in Rating* (NavPers 18068) will remain effective until appropriate changes to these publications are announced.



PASS THIS COPY ALONG—Nine others will feel like they're marooned on an island if they don't get *All Hands*.

Five Morel Brothers Serving in the Navy

The Navy has five brothers from one family in the persons of the Morel brothers of Downey, Calif.

Their rates, ages and duty stations are as follows: Joe, TE3, 25—uss *Hailey* (DD 556); Saul, PH3, 24—Naval Air Test Center, Point Mugu, Cal.; Victor, SN, 23—uss *Hanson* (DDR 832); William, FA, 21—also serving in uss *Hanson*; Alexander, SA, 18—Naval Training Center, San Diego, Calif.

Another set of five brothers in the Navy were the Sullivans of World War II fame. All five perished when their ship, uss *Juneau* (CL 52), went down during the Battle of Guadalcanal (Third Savo) in November 1942. The destroyer uss *The Sullivans* (DD 573) is named in their honor.

• **MINIMUM AGE**—Young women graduating from high school who have reached the age of 18 may enlist in the Regular Navy for four or six years.

The new minimum age requirement is the same as that currently specified for enlistment of women in other branches of the armed forces. In addition applicants must be unmarried, under 26 years of age, at least five feet tall, and weighing not less than 100 pounds. All candidates are required to pass the regular physical and mental examinations.

Women may qualify for a variety of ratings, principally in the following specialties: hospital corps, communications, supply, aviation and general administration.

Successful candidates will receive nine weeks' basic training at the Naval Training Center, Great Lakes, Ill. BuPers says that many of the enlisted women graduating from recruit training are assigned to schools for training in particular ratings, and others are assigned to duty within the continental limits of the United States for on-the-job training.

• **GI BILL DEADLINES**—Here are the deadlines for three World War II veterans' benefits—education, loans and readjustment allowances:

Education—Veterans discharged on or before 25 July 1947 must have begun their training under the GI

Bill by 25 July 1951. Veterans discharged after 25 July 1947 must start such training within four years from their date of discharge.

Those who enlisted or reenlisted in the Regular Navy under the Voluntary Recruitment Act—between 6 Oct 1945 and 5 Oct 1946—may count the entire period of their enlistment or reenlistment as war service for GI Bill purposes.

If an eligible veteran had two periods of World War II service, the discharge from the last period of service—entered into prior to 25 July 1947—will determine the individual's deadline date.

Veterans who have started training and who have had their training interrupted by reason of their returning to active duty or because of a change in active duty status are not affected by the 25 July 1951 deadline date. They may resume or continue their training within a reasonable period after their discharge. Additional information is contained in ALL HANDS, May 1951, p. 55.

No education or training under the GI Bill may be afforded after 25 July 1956.

Loans—In most cases, applications for GI Loans must be made before 26 July 1957. Persons enlisting or reenlisting in the Regular Navy between 6 Oct 1945 and 5 Oct 1946 inclusive, however, have 10 years from the date of discharge from such enlistment or reenlistment in which to use their loan guaranty rights.

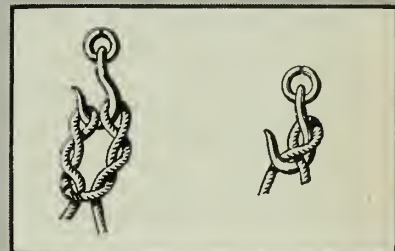
Readjustment Allowances—The period of unemployment (computed in units of one week) must occur within two years after discharge or two years after 25 July 1947—which ever is later. For persons enlisting or reenlisting in the Regular Navy between 6 Oct 1945 and 5 Oct 1946 inclusive, the period of unemployment must occur not later than two years after discharge from such enlistment or reenlistment.

No payment will be made after 25 July 1952 (five years from the end of the war). An exception to this date limitation occurs in the case of persons enlisting or reenlisting in the Regular Navy between 6 Oct 1945 and 5 Oct 1946 in which case unemployment must occur not later than two years after discharge from such enlistment.

Additional information is contained in BuPers Circ. Ltr. 88-51 (NDB, 31 May 1951).

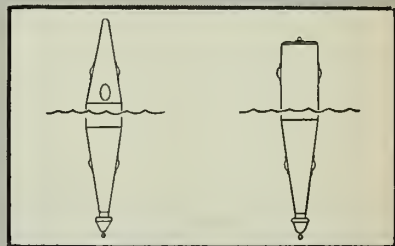
QUIZ AWEIGH

According to Samuel Johnson, 18th century English essayist, "Knowledge is of two kinds. We know a subject ourselves, or we know where we can find information upon it." If you don't know the answers to this quiz, they can be found on page 53 in this issue.



(1) Illustrated at the left is a (a) cat's paw hitch (b) single carrick bend (c) double carrick bend.

(2) The hitch at the right is a (a) clove (b) timber (c) blackwall.



(3) In order to be of navigational use, a buoy must be so shaped that it can easily be identified. The buoy at the left is a (a) spherical (b) nun (c) can.

(4) The buoy at the right is a (a) can (b) whistling (c) special nun.

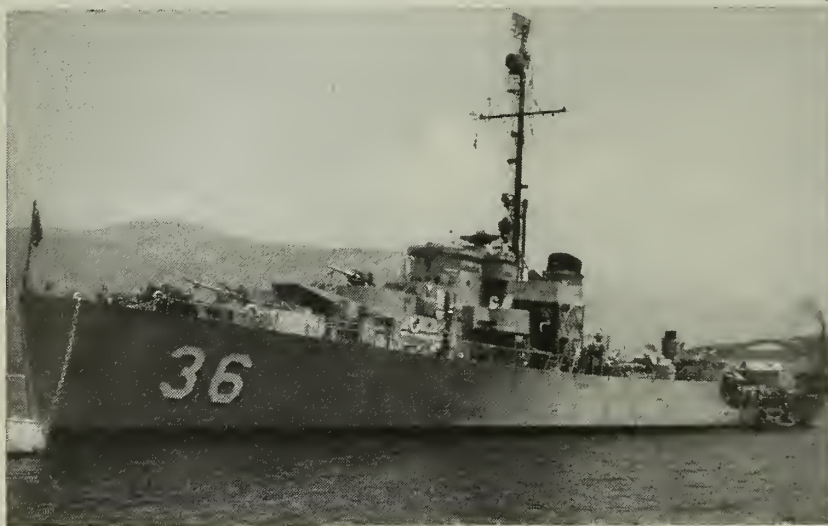


(5) This man is entering data on a (a) sea-bottom contour map (b) aerology chart (c) shore-line depth graduation chart.

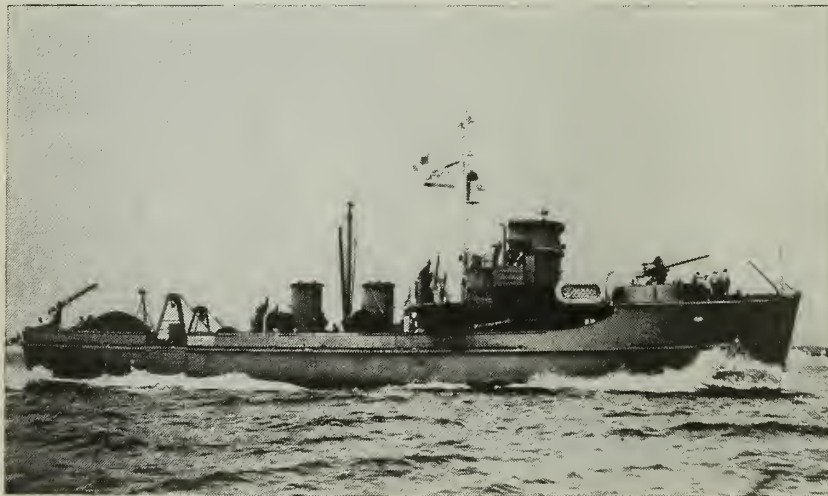
(6) The lines he has drawn are called (a) isotapes (b) isoclines (c) isobars.

ANSWERS TO QUIZ ON PAGE 53

Small Ships Do Mighty Big Job in Korea



PATROL FRIGATE—USS *Glendale* (PF 36), on the job with Task Force 95 off Korea, helps maintain U. N. blockade and carries out interdiction missions.



MINESWEEPERS like this AMS have been in the thick of it. Below: LST 799, after she got off this pier at Inchon, became a unique 'copter carrier.



A SMALL, battle-weary vessel, veteran of nearly a year of work-horse duty in the Korean theater, steamed slowly toward Pearl Harbor.

As the little rescue and salvage ship *uss Bolster* (ARS 38) neared the Hawaiian coast, a communications messenger delivered a dispatch to the lieutenant who was skipper of the ship:

"COMMANDER IN CHIEF PACIFIC FLEET CONGRATULATES USS BOLSTER ON ITS SPLENDID PERFORMANCE OF DUTY IN KOREA. YOUR CONTRIBUTION TO THE NAVAL EFFORT IS OUT OF ALL PROPORTION TO YOUR SIZE."

USS *Bolster* is typical of hundreds of small ships of the Fleet—which are due the same kind of praise for the multitude of jobs they have done. This number includes minesweepers, patrol craft, small service force vessels, amphibious ships such as LSTs, LSMs and LSUs, corvettes, frigates and YPs—to mention a few of the representative classes.

The contribution of these ships which is "out of all proportion to their size" is demonstrated in the following sample illustrations. Let's begin with the saga of *Bolster*.

One of the first jobs for *Bolster* after arriving in Korean waters a year ago in August, was to be a member of a small escort team which was handed the duty of guarding a lone South Korean LST assigned the job of making a landing on enemy-held coast. This was to be a deceptive and highly important feat which, if successful, would deploy enemy troops from the west coast.

The ROK landing ship was stranded after landing its 850 troops in 15-foot waves on the rough beachhead. In the face of concerted enemy fire, *Bolster* went close in to assist in getting the South Korean marines and sailors to safety. Although the little LST had to be sacrificed in the operation the diversion of Communist troops was successful.

Next assignment for *Bolster* was to escort and repair the destroyer *Mansfield* (DD 728), which had her bow practically blown off by a mine explosion. Then, in freezing wintry weather *Bolster* laid 76 miles of buoys in the Chinnampo area. She assisted in the redeployment of

troops during the Hungnam evacuation. She aided in the rescue of sailors from the battered Thailand frigate HMTS *Prasae*, another "little ship" which had gone aground on enemy territory. In between salvage and rescue operations, *Bolster* subbed as a minesweeper, participating in the clearing of the heavily mined areas off Wonsan harbor.

These daring jobs of the little ships take them right into the thick of action against the enemy. No easy behind-the-scenes role keeps them free from exposure to coastal guns and Red planes—or dangers of the extensive minefields around Korea.

For example, there's the case of the small minesweeper—180 feet long—uss *Incredible* (AM 249).

She was one of three vessels sweeping the Wonsan minefield in mid-October 1950. Just ahead of her were two sister sweepers, uss *Pirate* (AM 275) and uss *Pledge* (AM 277).

The two leading vessels had swept about a dozen mines when a terrific explosion lifted the stern of *Pirate* completely out of the water. Almost simultaneously enemy shore batteries opened fire on the group. Shortly after *Pirate* sank, the victim of an enemy mine, *Pledge* was also hit by a mine as it was dodging enemy shells. *Pledge's* three-inch gun was still firing up to the time the ship went under.

Incredible was now left alone with the Communists concentrating their fire on her from shore and the ocean



LANDING CRAFT such as this covey of LCVPs from transports in Hungnam harbor did yeoman duty evacuating the Marines and Army from the city.

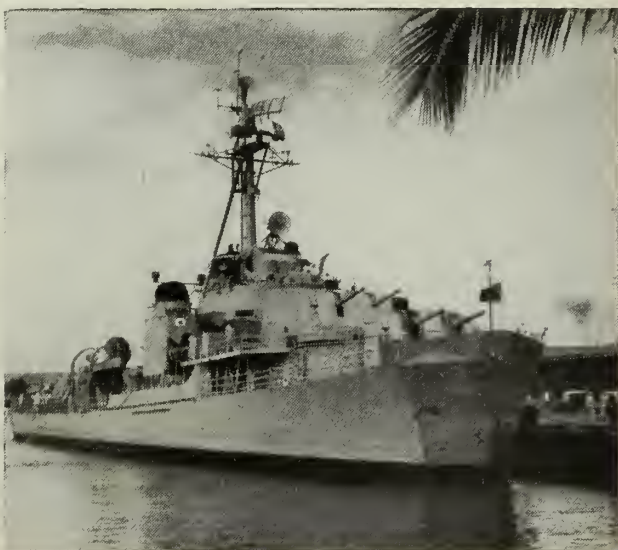
a constant threat with its unswept mines. While the minesweeper's skipper, a lieutenant, maneuvered his vessel violently to keep out of the path of shells and inside the channel which had been cleared by the sister ships, *Incredible* let go with her three-inch and automatic 40s and 20s.

At the same time a motor whaleboat from *Incredible* was racing to the rescue of survivors of the other

ships. Despite the fire from shore, the rescue craft saved 27 men.

Incredible had other narrow escapes in the Korean fighting. On one occasion a mine became tangled in her sweep and was nearly hauled up on her fantail. Luckily, the mine was spotted by an alert lookout just a few moments before the turning winch would have drawn it against the sternpost.

Incredible went on from Wonsan



HELPING HAND of USS *Bolster* (ARS 38), left, was extended to USS *Mansfield* (right) after mine smashed her bow.



TOTING SUPPLIES to the fighting ships is another big job for the pint-size landing craft. USS LCT 1162 loads 8-inch shells aboard USS Toledo (CA 133).

to the minefields at Hungnam and Songjin. From these and other areas she drew a harvest of mines which at one time was a record for all U.N. minesweepers.

This remarkable job done by the sweepers has not been without its price. In addition to *Pirate* and *Pledge*, other little ships were victims of enemy mines, including *uss Partridge* (AMS 31) and *uss Magpie* (AMS 25).

Still another little ship with a big record of achievement is *LST 799*. This amphibious craft is different from most—she's also an aircraft carrier!

LST 799 had her decks and equipment converted for use with minecraft. The tank deck was changed so that small boats used in minesweeping could be dragged aboard through the bow doors. The main deck was cleared to permit the landing and take off of as many as three helicopters. The 'copters are used as mincspotters. Also brought aboard were huge frozen food storage reefers, reels for minesweeping cables and, a post office. Thus equipped, the little LST could stock up with fuel, water, provisions and supplies, and head for the minesweeping country to replenish the sweepers right on the spot.

Tankers, tenders and tugs do a

similar servicing job, weathering heavy seas and entering dangerous waters to serve the fleet.

The fleet tug *uss Lipan* (ATF 85), for example, was one of the earliest vessels to arrive in the Korean fighting zone, and put in an eight-month tour in forward areas. *Lipan* started her duty in the Pohang area and

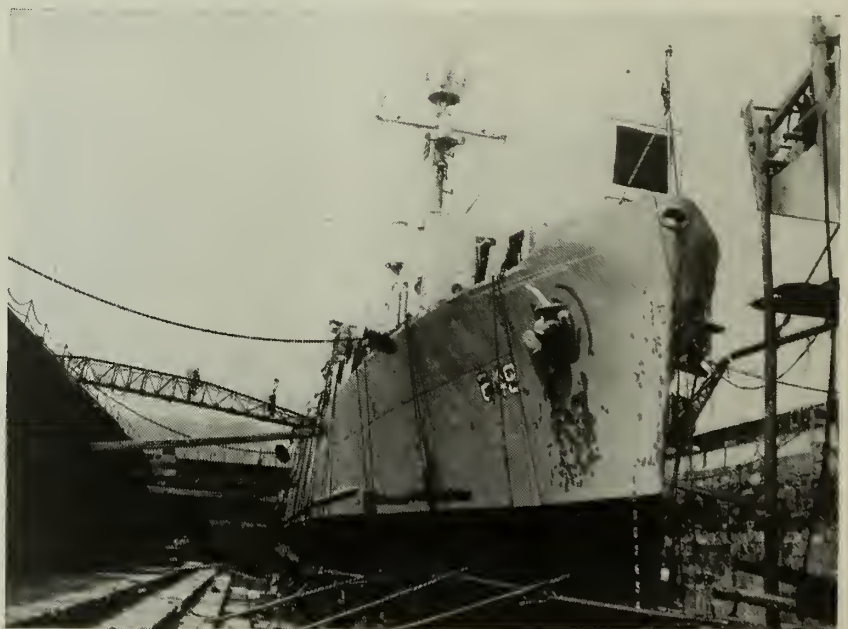
moved from there to ports where she was needed most. When the MSTs vessel, *uss General W. Black*, a transport loaded with troops, broke down 650 miles from Japan, *Lipan* went to her aid and towed her into port.

Then there are the smaller landing craft, ranging from LCVPs up to LSUs, the utility landing ships. When not used in amphibious operations they provide important logistic support to the fighting fleet. In those ports of the Far East which lack large piers and unloading cranes, most ships have to anchor out or tie up to a buoy. The little landing craft transport supplies, ammunition and men between ship and shore. And they also serve a fighting function, ready to play an active part in operations like the invasions of Wonsan and Inchon and the evacuation of Hungnam.

Similar stories could be repeated using the names of a hundred different ships—the ROK patrol frigate *Duman*, the destroyer minesweeper *uss Doyle* (DMS 34), the frigate *HMS Hoquiam*, etc.

"We feel that our job is important," says a member of an LST crew in a letter to ALL HANDS, "because its all tied in with the work of the larger combat ships in winning this war.

"If we do our job right, the medium ships and the 'heavies' can do theirs."



WELL-EARNED REST is provided for USS Incredible at a drydock in Japan after the minesweeper had reaped a harvest of mines from Korean waters.



Sea-Going Filing Cabinets

ONE DAY not long ago, two newly activated ordnance fleet issue supply ships tied up, empty, at the Navy's largest supply center—NSC Oakland, Calif. Twenty-four hours later, each of these ships had on board more than 30,000 items of ordnance equipment and ship spares.

Fantastic, isn't it? Imagine the confusion, the task of sorting and storing!

Actually, there was no confusion at all, and no problem of classifying and stowing. The material was taken on board already stored in some 12,000 drawers. Rows and tiers of drawers, with their sorted and classified contents, were moved into the hold, ready to go. Shortly after loading, the two ships, *uss League Island* (AG 149) (see picture above)

and *uss Chimon* (AG 150), departed for the Far East.

While the actual job of moving the four million dollars' worth of ordnance stores on board the ships was very rapid, months of preparation went into it. During those months, such things as cargo planning, cargo packing and preserving and preparation of a stock locating system had taken place at NSC Oakland. Preparation which had occurred elsewhere included ship activation, ship alterations and training of the crew.

Before becoming floating filing cabinets, the two ships had been LSTs. One had been attached to the Columbia River Group of the Pacific Reserve Fleet, and the other to the San Diego Group.



STOREKEEPER checks some of 75,000 ordnance items carried aboard.



NUMBERING drawers (left) being readied for loading. Right: Pre-packed supplies are hoisted on board USS *Chimon*.



WET NET DRILL is part of realistic training given on board *Burleson*. Note signal platform atop the forward stack.

Inactive Transport Is Active Training Ship

ALTHOUGH REMOVED from the active fleet service in 1946, the attack transport *uss Burleson* (APA 67) has been a busy ship. It might be said that she never really retired, although for five years she hasn't moved a mile.

Since 1947, a total of 62,356 ma-

rines, soldiers, midshipmen and West Point cadets have climbed down the landing nets slung over *Burleson's* side, into the landing craft below. The Navy's Amphibious Command says that this is a record not exceeded by any ship anywhere.

While this fact alone puts *Burleson*

in a class by herself, the ship has many other unique aspects as well. She has no captain and no crew. She has an unusual signal tower atop her forward stack, and an unusual amount of signaling goes on there. And the Amphibious Training Command of the Atlantic Fleet, with headquarters at Little Creek, Va., conducts more *types* of training on board this ship than it does on board any other ship in the Navy.

Burleson was built in 1944, and with a crew of 349 men she served in the Pacific theater for a year. During that time she took part in the assault on Okinawa and the occupation which followed. Later, she participated in Operation Crossroads, providing transportation for the animals which were used in the test. After that atom bomb test, *Burleson* delivered her cargo to the Naval Gun Factory, Washington, D. C. for further transfer to the National Naval Medical Center, Bethesda, Md. Then she was assigned to the CO, Naval Amphibious Base, Little Creek, Va.

Quickly, *Burleson* was prepared for her new task. Soon, "Bring 'em on!" said the Training Command. And on they came. Almost daily, troops poured into the Amphibious Base—marines from the famed Second Division, soldiers from the Third Infantry Division and Reserve units from all over the east coast.

Furthermore, there have been four



NOT ONLY MARINES but Army and Navy personnel as well become agile beach-stormers during sessions. More than 15,000 a year use the transport.

classes of West Point cadets and Naval Academy midshipmen.

Last year's total was above 28,000, and this year threatens to break the record. At the end of the first four months of 1951, more than 10,000 men had already taken training on board *Burleson*.

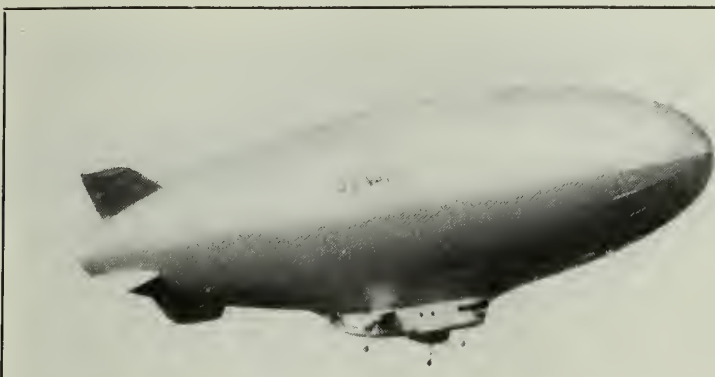
The usual period of training for a group of beach-stormers is two weeks. One week is spent in lectures, demonstrations, movies, and drills on the dry nets or mock-ups ashore. The second week includes "wet-net" practice, and that's where *Burleson* comes into the picture. After scrambling down *Burleson's* sides on five landing nets, the troops are taken in boats to the Little Creek beaches, which they "invade" in the approved manner.

Not only does *Burleson* assist in teaching the trade of disembarkation. She is used also in part of the course of the Landing Craft Control School. This Amphibious Training Command school gives instruction in the use of small boats.

Also, cargo handling classes are held on board *Burleson*. The course covers not only loading operations, but approved and efficient methods of stowing cargo. Winches, booms and tackles are used in cargo handling instruction. Welin davits on board the ship are employed in boat-lowering training.

Burleson's usefulness doesn't all lie in the educational field. The base communications division has erected a special structure upon the forward stack. This "tower" serves as a communications relay post for ships at anchor in the bay off Little Creek. Men on duty in the tower relay visual communications from the ships in the bay to the communications office on the base. They conduct semaphore and flag-hoist drills regularly with the ships berthed in the harbor to help maintain the speed and efficiency of the local visual communication system. The tower flies weather signals and acts as a harbor control post, regulating the direction of harbor ship traffic by means of signals flown from the yardarm.

Although she will probably continue to be a "homebody," *Burleson* can expect that many more small craft will come alongside, pick up their troops and leave again. Many more thousands of tons of cargo will be loaded and unloaded by her deck machinery.



WORLD'S LARGEST lighter-than-air non-rigid blimp can attain a speed of 75 knots. It's especially designed to track down and destroy enemy subs.

New Anti-Sub Airship Is Largest of Its Kind

The Navy's modernized anti-submarine team will be further strengthened by a new type airship, the ZPN—world's largest lighter-than-air blimp. The newly designed air weapon is especially equipped to track down and destroy enemy submarines in the event of war.

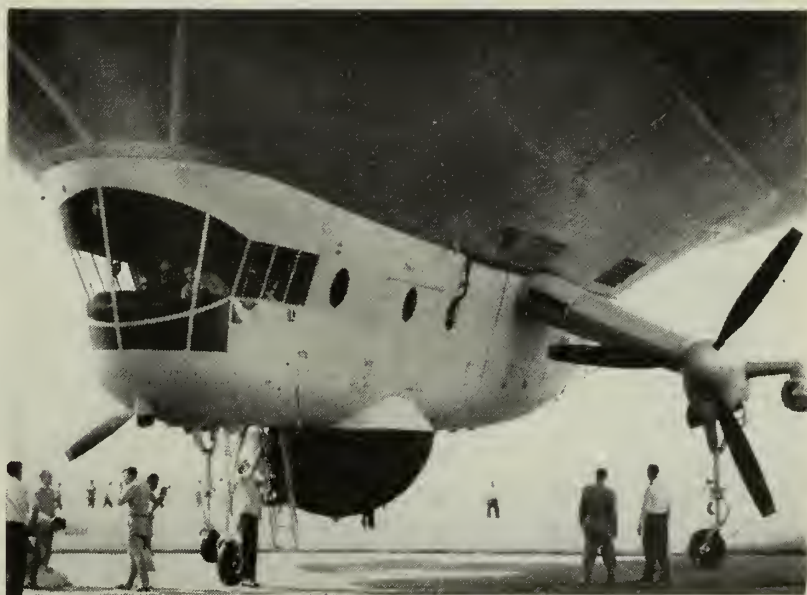
Development of the 324-foot ZPN required more than two years of aeronautical engineering and research. The Navy has incorporated its latest developments adaptable to such aircraft for patrol of thousands of miles of ocean in all kinds of weather.

The ship's envelope has a capacity of 875,000 cubic feet of helium

gas, greater than the capacity of the "M" (725,000 cubic feet) which currently holds the world's sustained flight record of more than one week without refueling.

The operation for which the ZPN is intended—that of a hunter-killer against submarines—is made more effective by employment of a new electrically operated "zep-prop." The propeller provides a versatility of control never before achieved in a lighter-than-air ship.

The control car of the aircraft, housing a crew of 14, is 83 feet long. It is divided into two decks, with operational stations on the lower deck and crew quarters above.



CLOSE-UP shows double-decker control car which houses a crew of 14. The props on outrigger enable it to maneuver, hover, and go in reverse.

Lithographers Form Today's Press Gangs

MANY TIMES during your naval career you are influenced to some degree by the work of graduates and students of the Navy's Lithographers School.

Why? Because they are producers of printed matter, and in the national defense effort printed matter can be as important as ships, guns, and planes.

Training manuals, maps, printed instructions, personnel records, fitness reports, magazines—just about every form used in the mass of paperwork governing the life of a serviceman is produced by the process known as lithography.

In a consolidated printing plant under the management of the administrative office of the Navy Department located in the Pentagon, Washington, D. C., urgently required copies of prints, charts and pictures are produced each month. Also produced at this plant are many training manuals seen in use aboard ship.

In this strategic location, which is called the Defense Printing Service—Washington, the Navy has established a naval lithographer's school, which provides on-the-job training for men and some women of all the armed services.

The needs of modern defense demand improved printing techniques and speed in production for the service forces in the field, in ships and at overseas bases. Skilled personnel trained in every phase of lithography are consequently needed



GIANT CAMERA, copy frame mounted on a track, is used to photograph the copy. Man (left) adjusts the frame while another (right center) sets the lens.

around the world, which explains the establishment of the U.S. Naval Lithographers School.

The Navy first began to use the printing process known as photolithography in 1938. Up until then the letterpress process of printing direct from metal type was used exclusively. Today, over 200 ships are equipped with lithographic print shops. The Navy also has many shore establishments equipped to do litho work in such far away bases as Guam, Pearl Harbor, Argentina,

and London. Every naval district has its own special lithographic facilities.

To help train the many men needed for photo-litho work during World War II, the Navy set up its first school at Anacostia in Washington, D.C. This was later succeeded by a refresher course in Memphis, Tenn. By 1949, existing facilities could not meet the need for skilled lithographers and the school was moved to the Pentagon.

The Navy's training program is



PREPARING COPY, trainees arrange work for the camera. Right: Inking sensitized plate (left) brings out print.

integrated into the over-all production of the plant.

To this Class A school, comprising 16 weeks of practical work and comprehensive study, every branch of the armed forces sends its quota of enlisted students. The complement provides for 60 Regular Navy and Reserve personnel, 50 from the Marine Corps, and another 50 from the Army and Air Force.

A special training program for 400 selected students from the Air Force is also underway, at the Navy's Publications and Printing offices at San Diego, Treasure Island, Norfolk and Philadelphia. Here they will receive on-the-job training in actual offset printing and then be assigned to USAF duty.

Where do the students come from? The lithographers school draws its applicants from various sources. Training centers at San Diego, Calif., Great Lakes, Ill., and Bainbridge, Md., supply the majority of students while classifying the job aptitudes of recruits. Usually the candidate has had little or no experience in commercial lithography. He may, because of his high school experience, be interested in some phases of graphic arts processes. If the recruit comes up with a combined GCT and ARI score of 105, he has an excellent chance of going to the LI school.

Some of the students are World War II veterans of various ratings who have had experience in lithography employment before returning to active duty. Requests from such enlisted men are desired, and if they meet the other qualifying factors, they should forward applications via the chain of command.

The Navy school in the Pentagon is not a complete education in lithography. The school doesn't try to teach all there is to know in 16 weeks. Most prospective students with any knowledge of offset printing production know that four to six years' apprenticeship experience is required before a man is considered a practical lithographer.

However, the student is shown by actual practice each of the six major steps in process of printing by photolithography. If he has aptitude and the "feel" for the printing business, he's off to the right start. The intensive study program under a corps of experienced Navy instructors prepares the student to understand thoroughly the essentials of prepar-



STRIPPING a flat, lithographer 'opaques-out' imperfections in the negative so that flaws won't show up when image is transferred to a sensitized plate.

ing, producing and finishing of offset printing.

To the uninitiated, a brief summary of the background of this field might be in order.

The offset lithography process of today is an outgrowth of the old-fashioned stone lithography which was discovered in Europe around 1796 by Alois Senefelder.

Simply defined, lithography is based on the principle that oil and water don't mix. Starting with this principle, Senefelder found that when he wrote with grease on a certain type of stone and then wet the stone with water, he could apply ink to the greasy image without the ink taking effect on the rest of the

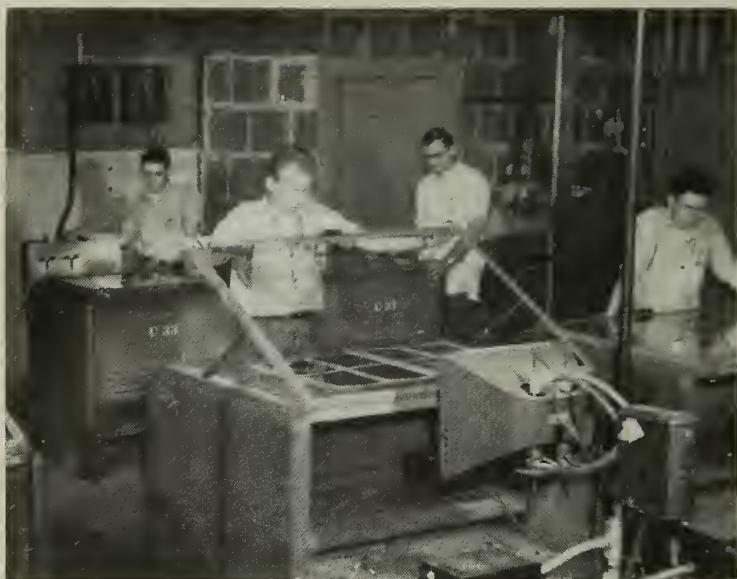
stone. He could then make as many prints as he desired by simply wetting and re-inking the stone before each impression. He called the process "lithography" which means "stone writing."

This basic principle of offset lithography has not changed. Today, however, the limestone is replaced by thin, pliable metal plates adaptable for use on modern presses. The preparation of these plates has become largely "photomechanical."

Soon after the development of photography in 1839, lithographers began using it to produce images on their stones. By 1860, zinc plates were replacing the stones with aid of the camera and chemicals. This working partnership between photography, lithography and chemistry, came to be known as photo-lithography.

Now, equipped with a supply of dungarees, a copy of the Navy's training manual of qualifications for *Lithographer 3 and 2* (NavPers

A Group of Highly Trained
Navy Lithographers
Influences Your Career



BURNING negatives on the plate (left). Right: After printing, the finished product is trimmed to size in the bindery.

10450), the student jumps into the study of each of the major operations.

The first step is the *copy*, the matter that is to be reproduced, preparing it for *composition* and *layout*. The specifications for the job determine our method of composition. Copy can be hand set or set up on a regular typewriter, or various other machines, including linotype, vari-type and electromatic typewriters.

In addition to type matter, drawings, photographs and any special work that is required for reproduc-

tion, must be prepared for the layout. The procedures vary according to requirements of the job specifications.

With the copy set up and layout completed for camera, we are ready for step two, *the camera room*. The process camera records the image of the layout on a film negative—reduced, enlarged, or the same size, as may be required.

Stripping, the third step in production, is the term used for assembling all the negatives of photographed copy on a master arrangement of negatives, called the “flat,” before

finally exposing them to the printing plate.

When the student has completely stripped in his negatives on the flat and finished “opaquing” out unnecessary material, his work is ready for transfer to the *sensitized printing plate*—step four.

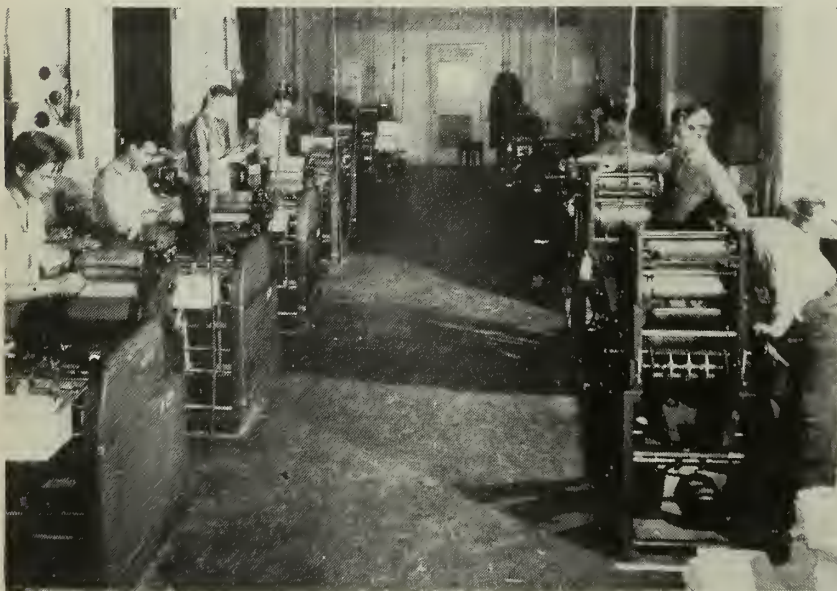
Here, as in the handling and developing of the negative from the camera, chemistry plays a major part in the photo-litho process. The stripped-up negative in a paper-frame holder is placed in contact with the prepared sensitized printing plate, and an exposure is made under a brilliant light. The areas of the negative that are to be printed are actually “baked” into the printing plate.

The entire plate is then developed with a covering of ink, and washed out with water. The ink disappears eventually from the areas not baked into the plate, leaving a coating of ink only on the copy to be printed. The plate is now ready for step five—the *press*.

Senefelder’s discovery of the basic principle that oil and water don’t mix remains today with the modern high-speed presses on which the water-washing and re-inking process is fully automatic.

If the job the student has been working on is a book or pamphlet, he follows his work into the next and last operation—the *bindery*.

The bindery is an important part of the production of a printed job. Here again, all the labors of the best artists and skilled workmen can



LEARNING OPERATION of presses they will use, trainees at the armed forces’s school are checked out on the Multilith (at left) and Davidson press (right).

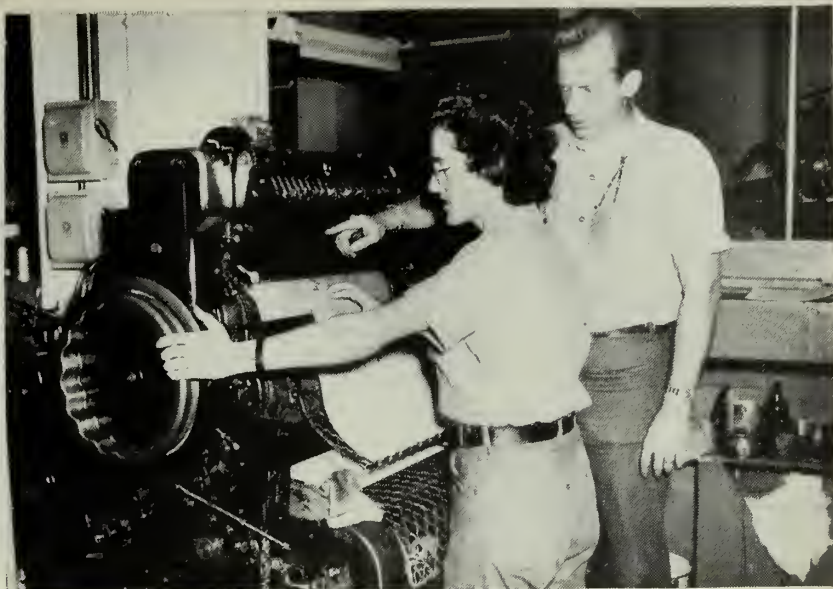
come to woe if know-how is missing in this final stage. The student learns the operation of many types of machines used in a modern bindery. There are joggers, folders, cutters, wire stitchers, gang stitchers, perforators, punches, slotters and padding operations, each to be mastered to some degree before he finishes his training.

The enlisted man who has the opportunity to go through the U.S. Naval Lithographers School and takes every advantage of his training is fortunate.

Take the example of one recent graduate, Floyd Bardsley, LISN, USN. He was interested in art as a high school student in Olympia, Wash., and attended a commercial art school after graduation. In recruit training classification he learned that his qualifications fitted him for the LI school. Now he feels he is ready to tackle his new job in the litho printing plant on board USS *Kermitt Roosevelt* (ARG 16). Like the others in the class of 18 students he finished with a high average—3.7. The lowest was 3.5.

In the words of the leading chief, Claud J. Tripp, MMC, USN, the school doesn't try to teach all there is to know about lithography. The Navy doesn't expect that.

"Our students are able to learn the basic fundamentals and to get the over-all picture of photo-offset work very quickly," and, the chief added, "when they get on a duty assignment, in a short time they are able to turn out acceptable jobs. Twenty years from now if they stay



WAVE AT WORK—One of few Waves to get lithographer training learns the tricks on the Webendorfer, one of the modern presses covered in the course.

in the business, they'll still be learning. Lithography is a big and changing field."—Harvey H. Mitchell, JO1, USNR.

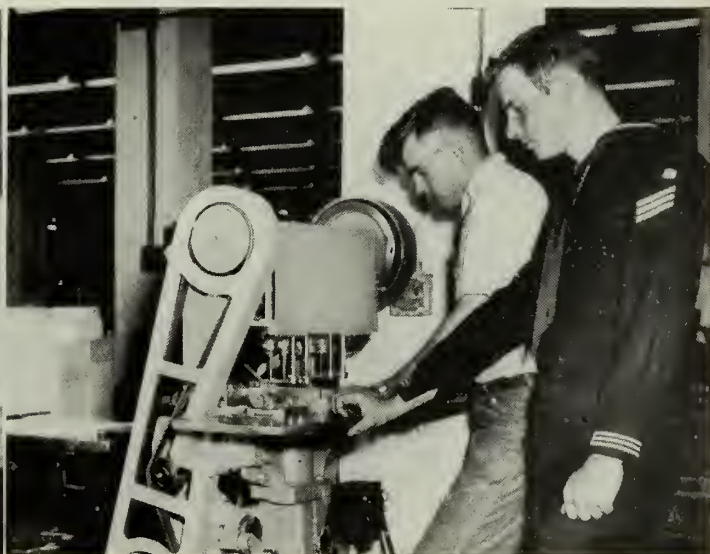
Guns in Paper Bags

Seamen who have groaned under the unhappy task of removing what seems like tons of sticky grease preservative from a new rifle may look upon happier days if a new packing technique maintains early success.

Research is now being conducted by each of the armed services to determine the effectiveness of VPI, a different type preservative against corrosion in small arms. With this

new chemical VPI—which stands for vapor phase inhibitor—the seaman will just break the seal on a paper bag and receive a new and clean rifle, ready to use. The protective vapor is sealed in the bag along with the gun.

The new process may replace "cosmoline." One of the disadvantages of this preservative, in addition to its stickiness, is the failure of the grease to reach all vital parts of a gun. VPI not only would eliminate the degreasing operation, but is more economical and the rifle can be used immediately after removal from the chemically treated paper bag container.



ABSORBING KNOW-HOW, trainees operate a Webendorfer (left) and learn use of paper drill in plant's bindery.

SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

"JERK 26" IS THE OFFICIAL NICKNAME of the Army Signal Corps' newest mobile radio teletype communications station, now proving its merit in Korea.

The "26," which can handle 100,000 words per day, is housed in a single insulated shelter, usually mounted on an ordinary 2½-ton Army truck. The shelter has complete heating and air circulating equipment and contains a transmitter, radio receivers, teletype printers and re-perforators, converters and a control panel which coordinates all units. A two-wheel trailer, mounted with a gasoline-driven generator, provides the power.

In Korea, the Army has been giving the teletype machines a good workout. At Wonsan, for example, the Tenth Corps had three channels to Tokyo, one to the Eighth Army, one to the Seventh Division, and one to the Republic of Korea Corps. These circuits handled Army traffic four to five times faster with more accuracy than could be done with telegraphy and hand key. There is no loss of security.

The mobile stations can travel by land, sea or air. An entire unit can be quickly detached from a truck bed and placed on the ground, aboard ship, or inside a cargo plane.

★ ★ ★

AN IMPROVED Air Force jet fighter-bomber, designated the F-84G, is now rolling off the assembly lines. It has a longer range, faster climb than its sister, the F-84E, now in service in Korea, Europe and the United States.

The ability to refuel in mid-air, however, is its most important new feature. Using the "flying boom" method, a complete refueling can be accomplished in less than two and one half minutes. This system has been widely used by bomber aircraft.

The new aircraft is equipped with an automatic pilot. An improved power plant increases thrust by 10 per cent more than that which is available in previous engines of the same model. Refinement of the ejector has also been added.

SYNTHETIC FUR may soon replace sheep wool and hard-to-get wolf fur, normally used in trimming and Arctic operations.

The Aero Medical Laboratory of the Air Force's Air Material Command has developed a high-quality synthetic from nylon fiber. The new type "fur" will be used in trimming and lining parka hoods, flight jackets, and caps, at a cost of about one-fifth as much as the natural hard-to-get furs.

★ ★ ★

A JEEP-SIZE JET-POWERED HELICOPTER which can be folded and stowed by two men has been developed as a result of a design-competition conducted by the Air Force among several aircraft manufacturers.

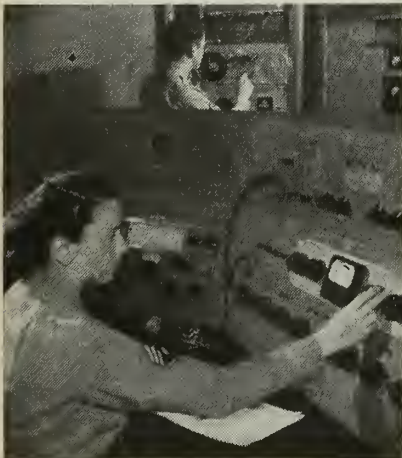
The new, single-place 'copter is designed for maximum ease of maintenance under field conditions. It can be knocked-down and loaded aboard a jeep. Assembly can be done with ordinary tools, and critical parts replaced in a few minutes. It is the first U. S. military effort to put a jet-propelled 'copter into operational use. Tests of the small, collapsible, rotary wing aircraft are being made to prove its value in front line reconnaissance and observation.

★ ★ ★

"FLYING STOREKEEPERS" OF THE ARMY, in a new job assigned to them, have air-dropped more than 20 million pounds of supplies to the ground fighting units in Korea.

Technicians of the 2348th Quartermaster Airborne Supply and Packing Company, who are themselves qualified paratroopers, now have the responsibility of parachuting supplies to troops in Korea from flying "boxcars."

This quick on-the-spot air-drop delivery contributes to combat efficiency. After ejecting the parachutes which float cargoes of rations, ammunition, trucks and other supplies to earth, the airborne quartermasters may parachute to the drop zone along with the supplies whenever necessary. Or, they may go into an area after an airdrop to recover the drop kits and parachutes to be used again.



WOMEN IN THE SERVICE—Enlisted women of the Army and Air Force today do a variety of important jobs. WAC sergeant (left) tunes up radio control panel; WAF (center) assists a dentist; WAF corporal checks her flight list.



CIVIL DEFENSE is shown in action as Sea Scouts receive instructions on 'tracking' planes reported to the Oakland, Calif., 'filter center' (left). A volunteer receives a call from one of vast network of direct communications (right).

DOWN FROM 40,000 FEET to the ground in a phenomenally short time is now a possibility if you're on board Air Force's new *Scorpion* F-89 jet powered all-weather interceptor equipped with a new type of "dive brake" control.

USAF pilots find it possible to dive the 600-mph interceptor jet almost vertically, while maintaining full control of their speed. The secret of this "express elevator" performance is in the wide-area dive brakes. These are jaw-like control surfaces located at the outer edge of the wing's trailing edge. Acting as "decelerons," these control surfaces perform double duty—as ailerons and fighter brakes. In normal flight, the jaws are closed and the controls function as ordinary ailerons. In dives, the jaws are open full for braking effect.

* * *

A FLYING KITCHEN is the latest in comfort conveniences in the giant B-36 bombers to make the planes more livable on long missions.

As a result of a "crew comfort" research program, a small kitchen is now installed in the aft compartment of the bomber. The equipment is complete with two electric burners, an oven, icebox, storage and working space.

A container which travels on a small wagon through an 85-foot communications tube delivers food to crew members in the forward cabin. In the crew's compartment light-weight retractable tables and folding chairs allow crew members to eat in comparative comfort versus the catch-as-catch-can eating in the World War II bombers on long-range missions.

* * *

THE SMOKING LAMP is out for patients suffering from frostbite. This is the recommendation of civilian and Army medical experts as part of the treatment for frostbite victims in Korea.

Principal methods suggested for treating such patients include rest in bed and no smoking. Daily foot care with a mild, non-irritating cleansing agent and a hospital ward temperature maintained between 72 and

78 degrees is essential. Penicillin is used during the patients evacuation and other antibiotics during hospital treatment.

The research is being conducted under the joint sponsorship of the Office of the Army Surgeon General and the National Research Council.

* * *

AN OFFICIAL FLAG has been approved for the Air Force.

The flag has the Air Force seal on a dark blue background. The seal consists of an eagle with outspread wings above a white and sky-blue shield. A gold thunderbolt and shaft of lightning form an inset at the top of the shield.

Thirteen stars, representing the 13 original colonies, encircle the eagle and shield.

* * *

"ARTIFICIAL RESPIRATION" for jet planes has proved successful in Air Force experiments with F-86 fighters in Korea. The unusual "therapy" consists of using the exhaust blast from one jet to start another directly behind it.

It is considered an apparently practical means of starting jet aircraft at advance bases where external power units are not available or in extremely cold weather where effectiveness of such starting sources is reduced.

The tailpipe of the operating jet is aligned directly in front and some distance ahead of the air intake of the plane to be started. This interval is selected to protect the pilot and airframe from the high temperature exhaust gases of the plane ahead. An oxygen mask is worn by the pilot as an additional safety precaution.

In the initial tests, when the engine of the lead plane was accelerated, the exhaust blast was sufficient to windmill the power plant of the other plane to more than the initial firing speed. There was no evidence of excessive heat or blast effect on the aircraft or engine of the aircraft being started.



MOST RATINGS in the Navy—on board ship and in the air—are covered by the blue, pocket-sized training courses.

Producing Books That Help Your Career

WANT TO KNOW how to: Repair a watch? Run a bulldozer? Wind an armature? Train a gun? Steer a ship? Bake a cake? Write a letter? Become a photographer? Figure your pay?

You'll find the answers to these, and thousands of other fascinating problems in one or more of the many Navy training courses, text books or correspondence courses, a large number of which are produced by the Navy Training Publications Center,

Naval Gun Factory, Washington, D. C.

The story behind the establishment of this unique word-factory begins shortly after the end of World War II.

Faced with the return of three and one-half million Naval Reservists to civilian life, the Navy evolved a plan whereby these men—most of whom were highly trained specialists—could resume their civilian pursuits and, at the same time, remain well versed in

their naval specialties and be capable of resuming their military responsibilities in the event of mobilization.

First, the rating structure for enlisted personnel was thoroughly overhauled to conform with the development of new skills and techniques in modern naval warfare. Some old ratings were eliminated and many new ones created. The system whereby Naval Reservists could earn promotion and retirement points through home study and participation in Naval Reserve activities was established. A new training program was instituted.

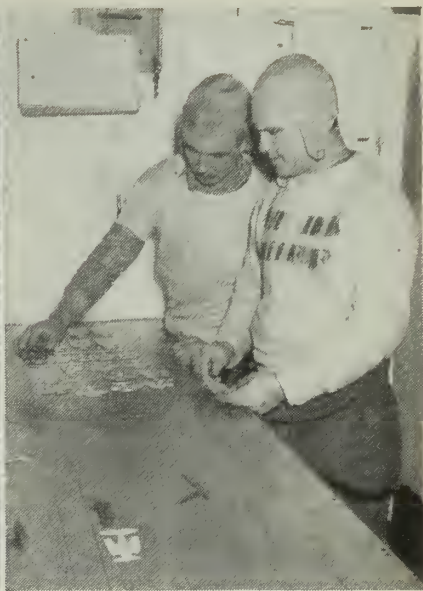
These moves, however, presented additional problems to the Bureau of Naval Personnel. Although officers' correspondence courses have been in limited use by the Navy for more than 25 years, the program was not geared to the large expansion contemplated. The war had rendered almost all text books obsolete. Because of its unique nature, much of this material had to be prepared by the Navy itself. It isn't possible, for instance, to order from the nearest bookstore books that tell how to maintain a fire control radar, or how to run a fleet post office, or repair a torpedo.

Navy books have to be prepared by Navy specialists.

That's where the Training Publications Center comes in. Then designated as the Naval Reserve Train-



OFF-DUTY STUDY together with on-the-job training provides background for advancement. The blue books take a man from seaman to chief petty officer.



TO ADVANCE in rating, a Navyman must know the practical factors of his job, then complete the proper course.

ing Publications Project, it was established by the Secretary of the Navy in February 1947 under the management control of BuPers with technical supervision exercised by the Training Publications Section of that bureau, and under the military control of the commandant, Potomac River Naval Command. Its present purpose is to produce and to maintain up-to-date a large part of the published training materials needed by the Regular Navy and the Naval Reserve in their many training programs.

During the four years the center has been in operation, it has produced approximately 65 Navy training courses, 70 officers' correspondence courses and 55 officers' text books, in addition to preparing numerous special assignments, devising curricula, and reviewing enlisted correspondence courses.

Each type of publication is an important unit in the Navy's training and promotion system.

The *Navy Training Courses* are the familiar blue-covered, pocket-sized books for enlisted personnel. Some ratings, such as machinist mate and gunner's mate, however, require special, out-size pockets to accommodate books on their subject, for *Machinists Mate* 3 & 2 will run to a full 800 pages, while the facts required by a GM3 are crammed into no less than three volumes—and thick ones, at that.

As a rule, a minimum of 5,000 copies of each title is printed and

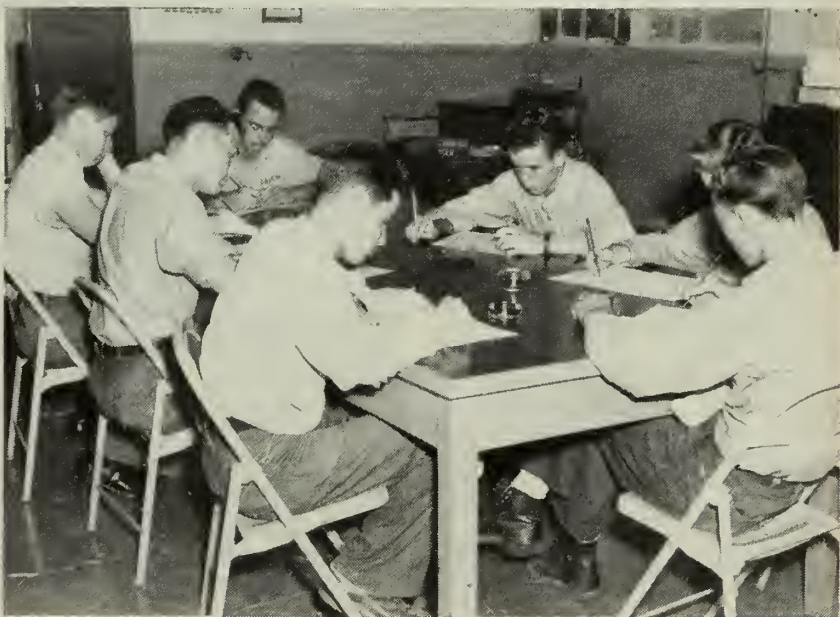
some books, such as those for seaman and fireman, achieve a press run of 100,000—a record many best-sellers might envy.

These training courses are designed to help the enlisted man keep up with his naval job and to qualify for advancement in rating. It is necessary for him to complete the training course in his rating before he can take the examination for advancement.

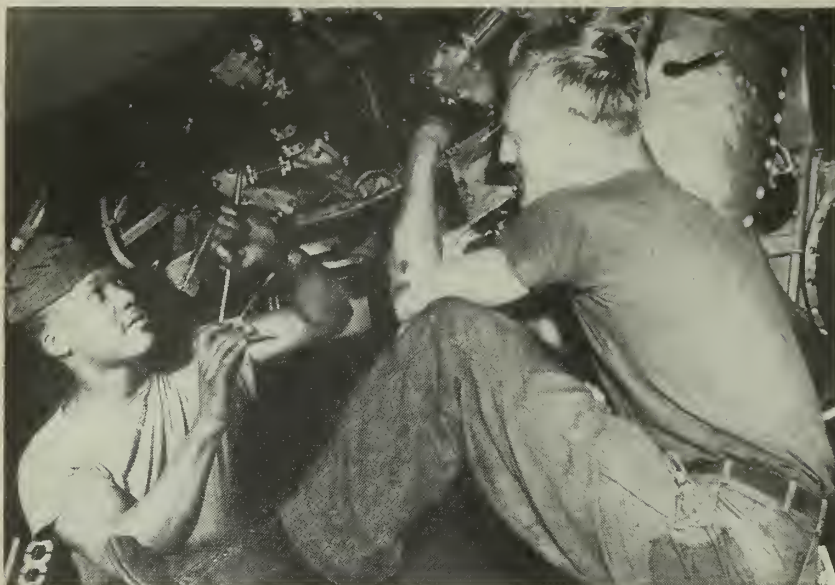
These training courses are *not* correspondence courses, and do not now carry retirement points. However, enlisted correspondence courses

are being prepared which will use these training courses as their texts. It is planned to provide eventually a Navy training course to cover each of the rates and ratings of the entire rating structure but at present they range in subject matter from the familiar *Seaman* through such courses at *Radarman*, *Gunner's Mate*, *Lithographer*, and *Manual for Buglers*. These courses are available to enlisted personnel in the Organized and Volunteer Reserve and in the Regular Navy.

Enlisted correspondence courses are the result of a long-range pro-



EAGER BEAVERS, their heads full of facts, ponder their respective rating tests. If he passes, each man will get increased responsibility and more pay.



KNOW-HOW is necessary in a Navy that is ever more complex. Training courses—each written by an expert in the field—give this needed know-how.

gram started in the summer of 1949. At that time the Navy awarded a contract to the University of Chicago to develop comprehensive home-study courses which would enable Reserve and Regular enlisted personnel to prepare for advancement in rating and, through the medium of correspondence study, to complete lessons which would carry credits for Naval Reserve retirement at the age of 60.

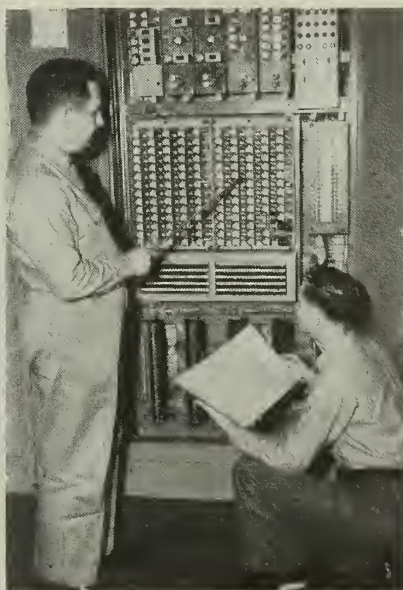
A total of 260 courses, covering all the enlisted ratings, is planned for this program. Approximately 50 are available at present.

The enlisted correspondence courses and officers' correspondence courses are administered by the Naval Correspondence Course Center, Brooklyn, New York.

Officers' correspondence courses are self-study courses in officer specialties ranging from *Navy Regulations*, *Military Law*, *Naval Orientation*, *Logistics*, and *Foundations of National Power* to such specialized subjects as *Elements of Naval Machinery*, *Refresher Course for Aerologists* and *Electronic Aids to Navigation*. They are based on textbooks, some of which are written by the Center and some of which are provided by commercial publishers. These courses are now offered to all naval officers. For Regular Navy officers, some of the courses may be substituted for promotion examinations. For inactive Naval Reserve officers, completion of the correspondence courses earn retirement

points and some courses are required for promotion if the officer is selected.

To produce these publications, the Training Publications Center is composed of three divisions: (1) Training Manuals Division, which writes and edits the Navy training courses, officers' textbooks and curricula; (2) Correspondence Course Division, which writes and edits test items and correspondence courses; and (3) Presentation Division, which prepares illustrations and acts as an in-



INTRICATE mechanism like a telephone switchboard demands clear, crisp, understandable instructions.

termediary between the Center and the Training Division of the Bureau of Naval Personnel.

In spite of the center's remarkable output, each book and correspondence course is treated as a special problem. Assembly line methods are not used. If they were, the entire purpose of the center would be defeated.

In the Training Manuals Division, for example, one technical writer is assigned to write a book. As a rule, he is a trained writer with an educational background as specialist in his field, and has served in the armed forces—usually the Navy. No hard and fast rules can be set concerning the writing of any one book but, in general, he will work on his project in close cooperation with the cognizant bureau of the Navy. An extensive outline is made and, after thorough research in the field of study, the writing program actually gets underway.

As a rule, one or more officers or chief petty officers work closely with the writer to supplement, with their practical know-how, the basic data derived by the writer from manuals, directives, and other published material.

Writers are frequently sent for first-hand information to Fleet bases, schools, or industrial establishments; to the bureaus and offices of the Navy; or to establishments of the Army, Air Force or Marine Corps. Writers also use a library that is maintained at the center. This library which has a large permanent collection of books and pamphlets, can also secure on short notice publications from other government libraries, including the Library of Congress.

Great care is taken to assure accuracy. In addition to continuing reviews within the center, each manuscript is carefully reviewed by the cognizant Navy bureau and any outside agency considered necessary or helpful.

Although the textbooks and correspondence courses are written by specialists for specialists, the primary aim is to make the books easily readable as well as informative. Both are important.

Generously illustrated, the training courses, for example, are prepared so that an enlisted Reservist who is unable to attend drills at Reserve units can study his specialty at home and prepare himself for the

necessary examinations for advancement in rating.

This is where the Presentation Division enters the picture. As soon as the outline of a book is established and approved, and the chapters roughed out, an illustrator is assigned to the book. From this time until the book is finished, the writer and illustrator work together. All art work for books previously produced at the center, as well as a great deal of other finished art, is kept on file. Sometimes this art work exactly fits the needs of a new publication; at other times new art work is necessary and can be prepared from rough sketches submitted by the writer. Sometimes the illustrator sees a different way of presenting an idea. New, and more effective ways of presenting visual material are often developed through this form of collaboration.

After the "smooth" copy of the manuscript is finished, the Presentation Division takes over until the book is finally published. After the manuscript has been reviewed by editors, who read it for style, and by the various technical advisors, who give it a final review for content, the manuscript—by now considerably dog-eared and interlined with corrections and comments—is given a final reading, marked for the printer and forwarded to BuPers. When galley and page proofs are returned, the Printing Section and the writer each read a copy of the proofs and correct any typographical errors that may have been made as a result of frequent drafts.

Even when a book is published and distributed, the center's task is not over. Since the Navy is a dynamic organization, changes in equipment and procedure soon make parts of any book obsolete. When a book is received from the printer, one copy is placed in a "bilge file," in which are accumulated all directives, policy changes, descriptions of new equipment, change in classification of existing gear, comments regarding mistakes in the book and, in general, all the material which might have a bearing on a future edition. These changes are made before the edition is reprinted.

Whether he is aware of it or not, every person in the Navy has a deep interest in the center, which continues to provide the raw material of which successful naval careers are made.

Navy Experiment May Do Away with Dog Watch

Although every dog has its day, the day of the traditional dog watch may be drawing to a close to judge by findings of a report from the Navy's Medical Research Institute at Bethesda, Md. Reason—it tends to lessen alertness.

Previous laboratory tests pretty well established a fact suspected by Navy men, and some other people, for a long time—namely that, contrary to popular opinion, one is not exactly dewy-eyed in the morning "after a good night's sleep." Matter of fact, a man starts out in the morning just about as alert—or fuzzy—as he was the night before, but gradually improves to a peak in the middle of his waking period, then fades off till he hits the sack.

Bethesda scientists demonstrated from experiments on a group of Navy recruits that this alertness coincided with the normal daily rise and fall of body temperature—that in mid-afternoon with a temperature of, say, 98.6, a man will be right on the ball, whereas at 0400 when his temperature nose-dives to around 97.5 he may just be able to distinguish between a periscope and a panzer division.

Experiments included tests of a new schedule of "close" watches involving a 3-3-2 arrangement, which sounds like a new-fangled football pass defense and may result in better interception of enemy passes someday, at that. What it means is, placing all eight hours of



duty (divided into three, three and two-hour stints) within about one half of a 24-hour period. This, regardless of what part of a rotating schedule a man is assigned to.

For example, you might be on duty 1200-1500, 1700-2000 and 2200-2400, or 0800-1100, 1300-1600 and 1800-2000. Even on a 0000-0200, 0400-0700 and 0900-1200 schedule, alertness measured by Link trainer scores and tests involving color differentiation and reaction to lights was superior to that under the dog watch routine.

- Men with relatively high and steady body temperatures had better Link trainer scores than the rest, and presumably are better at complex duties requiring memory, endurance and the ability to attend to several things at once.

- Some men not ranking high in these regards may be better in duties requiring sporadic burst of attention (as shown by reaction time to lights) or monotonous, repetitious duties.

- Men making highest Link trainer scores were those who drank more coffee than the rest.

- Less coffee was drunk during the close watch schedule 0800-1100, 1300-1600 and 1800-2000 than during any other traditional or experimental routine.

No word is at present available on adoption of the 3-3-2 watch routine on a large scale.





CHICAGO SKYLINE looms against the horizon as Reservists set out on a cruise with the Lakes squadron of 5 PCEs.

The Corn Belt Fleet Trains Reservists



FAKING DOWN a mooring line, spare-time sailors get some salty words of advice from a Regular boatswain's mate.

CHICAGOANS gawked as the destroyer escort—minus her mast and part of her superstructure—was towed through the city's canals. Soon, however, they got an explanation. *uss Daniel A. Joy* (DE 585) was to operate in the Great Lakes as a training ship for Naval Reservists.

The ship has since fully justified the tricky maneuvering it took to get her up the Mississippi and Illinois Rivers and into Lake Michigan. By providing fleet-type training at the very doorstep to the Midwest, she is saving the Navy thousands of dollars in transportation costs annually.

The Reservists, for their part, don't lack for good liberty ports. After days at sea they can take advantage of one of the many fine lake resorts that dot the region.

LOW BRIDGE at Lockport, is successfully negotiated by the mast-less *Joy*.





READY FOR DUTY, part of a record-size contingent from *Indianapolis* strides along the pier. Right: Full complement lines the rail prior to ship's departure.



MASTED AGAIN, Joy cuts through the water of Lake Michigan. Left: Reserve officers get their memories jogged during a shipboard navigation problem.



ALL HANDS learn to fire guns like these 20 mms. Right: A Regular quartermaster checks out a Reserve striker.

LETTERS TO THE EDITOR

Free Tailoring Service

SIR: Information is requested as to the performing of free tailoring for enlisted personnel at Navy Exchange tailor shops at shore establishments employing only civilian tailors.

A majority of Navy Exchange officers maintain that the "spirit" of this regulation applies only to shipboard tailor shops employing military personnel. They contend that free service as prescribed would result in a loss to the Exchange.—L.M.C., LCDR, USN.

• The Navy Exchange Manual states, "At activities operating tailor shops and, subject to the following provisions, alterations to new uniforms of enlisted personnel costing up to and including \$1 will be performed free of charge by Exchanges . . . when the cost of an alteration exceeds \$1, the excess cost will be borne by the individual."

This provision applies to any Navy Exchange tailor shop regardless of the type of personnel employed. This provision recognizes the government's responsibility to fit, within reasonable limits, newly purchased outer garments to the individual's measurements, and would normally cover the cost of adjusting the length of trousers, jumpers, etc. It is assumed that the range of sizes available will permit a satisfactory fit.

The term "uniform", as used in the Manual, is intended to apply only to articles of uniform worn for dress or semi-dress, and the overcoat. It does not apply to dungarees.—Ed.

Enlisted Uniform Improved

SIR: We would like to have a picture and complete information about the new uniform for enlisted men. Will we still have to wear whites? How much will they cost, and when will we be issued the first new uniforms?—L.H., FA, USN.

• No "new" uniform has been authorized for enlisted men. However, certain improvements have been approved for the blue trousers. A style is now available with pockets and zipper fly front. It is indistinguishable from the present style blue uniform except for these more convenient features.

There is no change in the undress white uniforms. Illustrations of all uniforms will be included in a revision of the manual for U.S. Navy Uniform Regulations now in preparation.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Terminal Leave Bonds

SIR: I have exhausted all sources of information in this vicinity on information concerning the accumulation of interest on the Armed Forces Terminal Leave Bonds that were issued in 1946.

Will these bonds continue to accumulate interest as long as they are held, or does the interest cease at the end of the original five-year period that was required before they could be cashed?—E.M.Z., TMC, USN.

• Interest accrues from date of bond until maturity (five years) or until the last day of the month of payment of bond, whichever occurs first. Thus, no interest accrues after the five-year maturity date. Section 6(2) of the Armed Forces Leave Act of 1946 covers this question.—Ed.

Uniform Gratuity for USNRs

SIR: Is it possible for a Reserve officer to draw any clothing allowance while on inactive duty?—E. M. W., LTJG, USNR.

• Yes. According to the BuPers Manual, Article H-8704(1), "... upon first reporting for active or training duty with pay, at a location where uniforms are required to be worn, or after the authorized performance of 14 drills, an officer of the Naval Reserve shall be paid a sum not to exceed \$100 as reimbursement for the purchase of the required uniforms."

Reserve officers will be paid "an additional sum of \$50 for the same purpose upon completion of each period of not less than four years in the Naval Reserve." This amount will not be paid, however, until the officer has completed "at least 150 drills or periods of other equivalent instruction or duty or appropriate duties, and 56 days active or training duty, or 75 drills and 84 days active or training duty, or 112 days active or training duty."

No officer shall be entitled to either sum until the expiration of four years from the date of receipt of the last previous uniform gratuity.—Ed.

What Is Initial Outfit?

SIR: According to BuPers-BuSandA Joint Letter 51-114 (NDB, 15 Feb 1951) regarding cash clothing allowances for pay grade E-7 members of the Organized Naval Reserve, special cash clothing allowance in amount of \$150 will be paid to those eligible personnel who have not previously been paid a CCA for the purchase of an initial outfit of CPO clothing.

Is the term "initial outfit" to be construed as clothing purchased during prior enlistments?

I received a CCA for \$150 four years ago. The way I interpret this directive I am no longer entitled to CCA and will have to maintain my uniform needs as required by Allowance Table "A" on the \$3.00 per month specified. Is that correct?—F. L., YNTCA, USNR.

• The answer to both of your questions is "yes."—Ed.

Too Short for Commission

SIR: It is my desire to become a commissioned naval officer and I possess all the qualifications set forth for officer candidacy with one exception. I am 64 inches tall, two inches below the minimum.

I would appreciate knowing the policy of the Bureau of Naval Personnel concerning waivers in such a case.—T.W.L., AK3, USN.

• Waivers are not granted to permit individuals who do not meet all the requirements to apply for appointment to commissioned grade in the U. S. naval service for any program now extended to enlisted personnel on active duty. Applicants must meet all the requirements as set forth in current directives. To make an exception in your case would be unfair to the many other individuals who have found themselves in a similar situation.—Ed.

Saluting Ashore

SIR: Some of my shipmates maintain that saluting officers ashore is no longer mandatory. They believe that this practice was discontinued about the time the Army began investigating discrimination between officers and enlisted men. The question is: Do we salute officers not known to us, while on the beach?—B. R., SN, USN.

• In general you are required to salute all officers of the armed services. This is outlined in Art. 2111, Navy Regs. Afloat or ashore, it makes no difference.—Ed.

Navy Pays Part of Tuition

SIR: Is there any program in which a Navy enlisted man can go to college and receive a law degree at Navy expense? I have had two years of college training.—W.O.B., RMN1, USNR.

• You cannot attend college under Navy orders. However, BuPers Circ. Ltr. 178-50 (NDB, July-December 1950) provides for the partial payment of tuition for courses taken at accredited institutions during off-duty hours.

The Navy will pay three-quarters of the tuition cost, up to \$7.50 per semester hour. Both Regular Navy personnel and Reservists on continuous active duty may qualify. Enlisted personnel of the Regular Navy must have at least one year of obligated service remaining. Courses must contribute to the improved performance of duty or the professional capabilities of the individual.

Many related courses in correspondence study can be taken through the cooperating colleges associated with the United States Armed Forces Institute.

Your information and education officer will be able to supply you with complete details.—Ed.

Disability Retirement Pay

SIR: I have an argument with a marine buddy on the question of disability retirement. We refer to the round-up article on that subject in the June 1951 ALL HANDS.

The marine states that according to the USMC Manual an officer decorated in combat prior to 31 Dec 1946 is entitled to 75 per cent retirement pay. He says that a Marine Corps officer getting disability retirement pay would not have his retired pay computed by either of the methods outlined in the ALL HANDS article if he has the combat decoration prior to 31 Dec 1946. But, he would receive 75 per cent pay of the highest rank in which he served satisfactorily.

As I recollect, the provision of 75 per cent for combat decorated officers (prior to 31 Dec 1946) did remain in both the Career Compensation Act and the Officer Personnel Act of 1947. I do not believe it applies now to those officers retired for physical disability. Who is correct?—E.J.P., LTJG, USNR.

• That provision of law which entitled an officer specially commended for his performance of duty in actual combat, to be entitled to retirement pay computed at 75 per cent of his base pay, was repealed by Public Law 351, Section 522, 81st Congress.

Generally speaking, officers retired for physical disability may elect to have their pay computed either on the basis of the percentage of disability or two and one-half per cent times the number of years of creditable service.—Ed.

How to Be a Diver

SIR: I am interested in diving and would like to strike for the rating of underwater mechanic. Please advise me if this is possible.—R.L., SN, USN.

• It is not possible on two counts. First, a Regular Navy man cannot strike



for an emergency service rating or an exclusive emergency service rating. Underwater mechanic (ESM) is an exclusive emergency service rating.

Second, at the present time this rating exists only on paper. It is one of the many ratings which would be brought into effect in the event of mobilization. There is no provision for its use in current distribution practices.

Any rating may qualify for training as second class diver. Maximum age is 30 years. No minimum age limit is listed. Physical requirements are outlined in the Manual of the Medical Department, paragraph 21134.1.

Training to qualify as diver, second class, is conducted at activities outlined in BuPers Circ. Ltr. 102-49 (NDB, January-June, 1949). You may request a course of instruction at one of these activities, preferably the nearest to your command, through your commanding officer.

Enrollment in the Naval School, Salvage, Bayonne, N. J., for training as salvage diver is limited to BMs, DCs, FPs, MEs, ENs, MMs and designated strikers.—Ed.

Color Blindness Waived

SIR: Having an extensive background in aircraft engineering, and on the basis of my naval record, I recently applied for a commission in the Naval Reserve. Due to defective color vision I was disqualified.

I would appreciate any information that you could give me in regards to my obtaining a commission under the present circumstances.—D.F.M., ADE3, USNR.

• Color perception requirements for Staff Corps and Restricted Line (Specialist) candidates have been modified by a recent change to the Recruiting Service Manual.

Color blindness is no longer a disqualification for Staff Corps candidates. In the case of Restricted Line (Specialist) candidates, color blindness may be waived when it will not interfere with the proper performance of duty. In view of this you should ask to have your application reconsidered.—Ed.

Rank and Pay on Retirement

SIR: The article "Rank on Retirement," in the May 1951 ALL HANDS, page 29, raises a question. I was promoted to lieutenant (jg), temporary, in 1945, and to lieutenant, temporary, in 1949. Under the present law I will revert to my permanent status of chief petty officer on or before 1957.

When I retire after 30 years' active duty in 1960, will I be placed on the retired list as lieutenant (jg) or senior grade?

Will I be placed on the retired list as an officer credited with pay for 30 years' active duty, or with pay for 27 years' active duty, which is the difference between reverting back in 1957 and retiring in 1960?—J.Mc., Lt, USN.

• If you are serving in enlisted status at time of retirement, you would be transferred to the retired list in your enlisted status and then advanced on the list to the highest grade (lieutenant, junior grade) in which you satisfactorily served on or prior to 30 June 1946. You would be entitled to retirement pay based on 30 years' active duty.—Ed.

About Hospital Corpsmen

SIR: In a discussion on board my ship a question was raised as to what the letters "HM" in the rating of "HMC" mean. Is the word hospitalman ever used to designate a petty officer in the Hospital Corps?

Has there ever been an instance where a rating of the Hospital Corps was promoted to warrant boatswain?—J.M.P.M., GMC (SS), USN.

• Hospitalman would be incorrectly used to refer to a petty officer in the Hospital Corps. Only non-rated men in pay grade E-3 are hospitalmen.

However, it is correct to refer to petty officers in this rating as hospital corpsmen. The HM symbol is a convenient designation, derived from the former symbol PHM, for petty officers in the pharmacist's mate rating, which no longer exists.

Alphabetical symbols do not necessarily use the first letters of the rate or rating they designate. For example, the symbol for pipe fitter is FP, and the symbol for stewardsman is TN.

There is no record immediately available showing that a member of the Hospital Corps has ever been appointed to the grade of warrant boatswain. A number of former hospital corpsmen have qualified for commissions in the Supply Corps, however, and one former chief pharmacist is now serving as an officer in the grade of commander (special duty only).—Ed.



No BAQ for Mother-in-Law

SIR: Is a mother-in-law classed as a dependent under the present regulations governing the basic allowance for quarters?—H.V.H., ADC, USN.

• No. Under the provisions of the Dependents Assistance Act of 1950, a mother-in-law is not eligible to be claimed as a dependent for purposes of basic allowance for quarters.

However, under certain circumstances the mother-in-law may be claimed as a dependent if she stood "in loco parentis"—in place of parents—to the enlisted member for a continuous period of not less than five years during his minority.

Further information on BAQ is contained in ALL HANDS, June 1951, p. 7.—ED.

Stars and Stripes on Uniform

SIR: What do the two stars and the three stripes on the blue uniform indicate? What's the story behind the neckerchief?—H.H.M., SD1, USNR.

• The use of the stars and stripes has no particular significance except for decorative purposes on the uniform. Their use was first authorized in 1866 and was prescribed so that all Navy men would appear the same when wearing the uniform. Prior to 1866, sailors wore various combinations of insignia, anchors, stars and stripes, etc., according to their personal tastes, since nothing was officially prescribed.

Originally the neckerchief or bandanna was worn over the shirt or jacket to protect the garment from the tar which was used on the sailors' queue (pronounced kiu) to keep it in place. When the queue went out of style about 1810, and was no longer worn by sailormen, the black neckerchief was then worn under the collar and tied in front. Since then it has been retained purely as a decorative article of uniform.—ED.



STARS AND STRIPES, authorized in 1866, on dress blues are for decorative purposes.

No Promotion Program for Ex-POWs

SIR: Following my release from Japanese prisoner of war camps, I spent some time as a patient in naval hospitals. It was my desire to become a warrant boatswain, but my chances for receiving this appointment were not explained to me at the time. I am referring to Alnav 122 and 208 of 1946.

Is there any way for me to apply for appointment which I was entitled to have applied for in 1946?—C.L., BMGC F5, USNR.

• There is no program in effect at the present time whereby former prisoners of war may be considered as such for temporary appointment to warrant or commissioned grade.

The authority for effecting original temporary appointment of repatriated enlisted personnel to warrant or commissioned grade expired and the program for such appointment was discontinued with the enactment of the Officer Personnel Act of 1947, Public Law 381-81st Congress, on 7 August 1947.—ED.

Resuming GI Education

SIR: I am a veteran of World War II, serving three years on active duty. I enrolled in an air conditioning and refrigeration course at Franklin University, Columbus, Ohio, after my discharge.

At the time of my enrollment, the course was for two years. After my first year, however, it was increased to a four-year course. Because of this extension, I withdrew from the course. My actual enrollment was between September 1947 and June 1948.

I was ordered to active duty on 28 Aug 1950. Does the 25 July deadline for enrollment in GI bill courses prevent my enrolling at Ohio State University in a tool engineering course? I am still on active duty.—M.J.S., GMM2, USNR.

• Since you withdrew from your course in June 1948 and were not ordered to active duty until 28 Aug 1950, your education was not interrupted by your being ordered into active service.

The Veterans Administration now holds, however, that since you had initiated your education and were prevented from resuming it by reason of entry into active service prior to 25 July 1951, you will not be held to the 25 July 1951 deadline. You may, therefore, resume your education within a reasonable period following your release from active duty.

The fact that you are planning to change your educational objective from refrigeration to tool engineering is not a controlling factor in your case.

Additional information is contained in ALL HANDS, June 1951, p. 42.—ED.

Navy Occupation Service Medal

SIR: What Navy personnel are entitled to wear the Japanese Occupation Ribbon? Do personnel serving on Navy transports operating in and out of Japan rate this ribbon? What is the termination date for the ribbon?—M.R.S., YN3, USN.

• The Navy does not issue a "Japanese Occupation Medal." The Navy Occupation Service Medal for occupation duty in the Asiatic-Pacific area is credited to personnel of organizations of the Navy, Marine Corps and Coast Guard for duty performed on and subsequent to 2 Sept 1945. Duty on shore in Japan, Korea and adjacent Korean islands, but exclusive of all Japanese mandated territory, entitles an individual to the medal. Also, persons in naval ships operating in Japanese and Korean home or territorial waters, or contiguous ocean areas, in direct support of occupation, or in aircraft based upon and operating from such areas, or from such ships, during this period are eligible for the medal.

Services performed in the Asiatic-Pacific area between 3 Sept 1945 and 2 Mar 1946, inclusive, shall not be credited toward individual eligibility for the Occupation Service Medal unless the individual is already eligible for the Asiatic-Pacific Campaign Medal for services performed prior to 2 Sept 1945.

A list of Navy ships and Marine Corps units eligible for the Navy Occupation Service Medal in all theaters of occupation is listed on pages 151 to 176 inclusive, of NavPers 15,790 (revised), "Decorations, Medals, Ribbons, and Badges of the U. S. Navy, Marine Corps and Coast Guard, 1861-1948."—ED.

Hospitalizing Dependents

SIR: Is it possible for non-rated enlisted men to be reimbursed for the cost of hospitalizing dependents at civilian hospitals when there is no naval hospital in the vicinity?—E.E., SN, USNR.

• No. At the present time there is no law or regulation whereby dependents of naval personnel may be hospitalized in a civilian hospital or private clinic at the expense of the Navy Department.

Navy dependents who are eligible for inpatient or outpatient medical care may apply to other armed forces hospitals or dispensaries that provide dependent care, if no naval hospital is in the vicinity.—ED.



Retirement of Temporaries

SIR: I understand that a recent ruling was made regarding retirement of temporary officers who were promoted to a higher rank than that held on 30 June 1946, in that temporary officers serving in higher rank may, upon completion of 30 years' active service, retire with the higher rank.

A temporary officer whose permanent status is enlisted, has completed 30 years' active service. He was promoted to lieutenant 1 July 1945 and his promotion to lieutenant commander occurred after 30 June 1946. Is it possible for him to retire in the higher rank? If so, how long would he be required to serve on active duty in the higher rank before actual transfer to the retired list with the rank of lieutenant commander?

Would he have to be serving in the higher rank upon date of retirement?—N.H., LT, USN.

• Upon completion of 30 years' active service, the temporary officer would be retired in the grade in which he is serving at time of retirement.

No specified time in grade is required. However, in order to be retired in the higher grade, he would have to be serving in the grade of lieutenant commander at the time of retirement.

Authority for this may be found in the Judge Advocate General's ruling of 6 Nov 1950, Court-Martial Order 3-51, page 82.—Ed.

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order.

• *The U.S. Destroyer Force*—This is a privately printed, 32-page letter-booklet written in the form of a "letter to home". It is illustrated and contains information about destroyers and duty in destroyers. It may be obtained at Navy ship's stores. Price about 15 cents.

• *Patrol Squadron 23*, NAS Miami, Fla., is preparing a "Squadron Memoirs" book, covering the history of the unit since its formation in the fall of 1945. Editors of VP-23's history want to contact former members of the squadron for such items as pictures, stories and accounts of old flight crews, parties and liberties, with emphasis on the personnel side. Ex-members of VP-23 since 1945 are urged to contact Commanding Officer, Patrol Squadron 23, NAS Miami, Fla., Attn: Memoirs Committee.



USS CHEWAUCAN (AOG 50)—Tanker was one of several ships in Beirut, Lebanon.

Chewaucan Was There

SIR: ALL HANDS, May 1951, p. 39, in an article mentioning several ships in Beirut harbor, Lebanon, listed USS Chukawan as one of the ships. Actually, USS Chewaucan should have been named. We would appreciate it very much if you would correct this error in a future issue.—The Crew, USS Chewaucan.

• You're right. The article should have included USS Chewaucan (AOG 50), and not USS Chukawan (AO 100).—Ed.

Shipping Over for Transfer

SIR: My ship has just returned from an Atlantic cruise. One of the ports we visited was London, England. Now I would like to obtain shore duty in London. Someone said shipping over for two years would enable me to do so. Is this correct? How should I apply for transfer?—F.K.C., FN, USN.

• Assignments to duty in England or the vicinity for which you might be eligible are made by ComServLant. Requests for duty either afloat or ashore in that area, therefore, should be submitted via the chain of command to ComServLant in accordance with the latter's directives on the subject.

Transfers between major administrative commands, such as continental naval districts and the fleets, are made by BuPers. If BuPers determines that such a transfer is in accord with the needs of the service, the man concerned would be made available to the appropriate major administrative command. BuPers would advise that command of the man's wishes—it is then up to the latter command to decide where to assign the man.

Transfers between widely separated commands are not approved except for humanitarian reasons. Article C-5203(4), BuPers Manual, expresses this policy.

Agreements to extend or reenlist in order to obtain the necessary obligated service are a prerequisite to some assignments. Transfers, however, do not necessarily follow extensions or reenlistments.—Ed.

Retainer and Retired Pay

SIR: At present I have a total of 18 years in the naval service. Eight years of this have been in the inactive Reserve and the remaining 10 years were active both in the Reserve and Regular Navy.

When I complete 12 more years of active service (which will give me a total of 22 years' active service) will I be eligible for 30-year retirement? What would the pension amount to under the present pay bill?—P.S., ADC, USN.

• For 30-year retirement, 30 years of active service are required. In your case, with 22 years of active service, you would be eligible for transfer to the Fleet Reserve. After the completion of eight years' service in the Fleet Reserve you would be eligible for transfer to the retired list of the Regular Navy by reason of completion of 30 years' combined active and inactive service.

If you qualify for transfer to the Fleet Reserve, you would, under the present pay bill, be entitled to retainer pay or retired pay at the rate of 2½ per cent of basic pay being received at time of transfer, multiplied by the total number of years of active federal service. If you are credited with extraordinary heroism this sum may be increased by 10 per cent. In no case may retainer pay or retired pay exceed 75 per cent of basic pay.—Ed.

No Reattendance of School

SIR: Does the Navy have a school where stenotype work is taught? I have been told there is such a school but after checking the books and manuals that list Navy schools, I can find none listed.

Is it possible for a yeoman who has attended the Class B Yeoman School to attend this same school again at a later date?—W.H.B., YN2, USN.

• At present the Navy does not provide for a course of instruction in stenotype. With the extensive training program required in critical ratings throughout the naval service, BuPers does not consider this additional specialized training feasible at this time. While this training is considered highly desirable, it is not required for advancement in the yeoman rating.

Attendance at the Class B Yeoman School for a second time by the same individual would be permitted only under very unusual circumstances. General policy is to prohibit reattendance at any school, once it has been successfully completed, unless the curriculum at the school concerned is greatly modified. The curriculum at the Class B Yeoman School has not been changed appreciably.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Borie (DD 704)*: Horace E. Matters, 2223 Newry St., Pittsburgh 12, Pa., is interested in contacting former members of ship's company who served on board from commissioning to October 1945. A reunion of the World War II veterans is planned for the near future.

• *LCIL Flotilla 2*: A reunion of all officers and enlisted members of this unit will be held on 14, 15, and 16 Sept 1951 at Baltimore, Md. Interested personnel should contact committee chairman LCDR C. M. Clark, USNR, 104 Greenridge Court, Baltimore 4, Md. All officers and enlisted personnel who have had

contact with this unit are also cordially invited.

• *Navy Wives Clubs of America*: The 13th annual convention of the Navy Wives Clubs of America will be held 8 through 12 Oct 1951, at Great Lakes, Ill. Interested personnel should contact Mrs. Mary Paolozzi, P. O. Box 28, Whittier, Calif.

• *uss Ludlow (DD 438)*: A reunion of all members of this ship is planned for October or November 1951. All interested personnel should contact Lieutenant R. P. Javins, USN, Room 4408, Arlington Annex, Navy Department, Washington 25, D. C.

• *uss Solace (AH 5)*: Former shipmates who served during World War I will meet for a reunion in Philadelphia, Pa., 3 Nov. 1951. Persons interested may receive details from Dr. Richard A. Kern, Temple University Hospital, 3401 N. Broad St., Philadelphia 40, Pa.

Information on Commissions

SIR: As an enlisted Reservist, involuntarily ordered to active duty, I am one of many college students who have had their education interrupted because of the Korean conflict.

It will undoubtedly be quite some time before we will be able to resume our education. Therefore, will there be any special consideration regarding commissions in the Regular Navy or Naval Reserve for those who have satisfactorily completed two or more years of college?—F.E.S., TET2, USNR.

• The only applications being accepted for appointment to commissioned grade in the Regular Navy are for the Medical Corps, Nurse Corps, Medical Service Corps and women officers.

A program exists for appointment to commissioned grade in the Naval Re-

serve of qualified enlisted Reservists on active duty, through attendance at Officer Candidate School. One of the requirements, however, is that the applicant must be a graduate of an accredited college or university. No waivers are granted on the educational requirement. Details on OCS are contained in ALL HANDS, June 1951, p. 48.

There are several training programs in effect which lead to commissions—the Naval Reserve Officers Training Corps, Naval Aviation Cadet program and the U. S. Naval Academy. Information on the NavCad program is contained in ALL HANDS, June 1951, p. 44. Details on the NROTC program are contained in this issue of ALL HANDS, p. 50.

This magazine plans to publish a roundup of all avenues leading to Navy commissions in a future issue.—Ed.

Flying the Union Jack and Ensign

SIR: My question concerns flying the union jack and the ensign at the flag staff on an LCT when it is nested in a Landing Ship Dock (LSD) and the LSD gets underway.

Should the LCT follow the movements of the LSD by hauling down her union jack and shifting her ensign or should she let them remain as they are?—D.C.G., QM1, USN.

• When Rules of the Road were written, such a hypothetical case in which a vessel may or may not be underway did not exist. Any interpretation today must take such a fact into consideration.

Accordingly, as the LCT does not change its status relative to the LSD when the latter vessel gets underway, the LCT should continue to fly her union jack and ensign as if she were at anchor.—Ed.

Quarterdeck Is Not Saluted

SIR: Does an enlisted man acting as officer of the deck or junior officer of the deck rate a salute? Is the quarterdeck saluted after colors?—F.E.G., MMLC, USNR.

• The gangway watch is saluted when he is designated "petty officer of the deck" or "junior officer of the deck."

Article 1003(3) of Navy Regs states the conditions under which an enlisted man may be given duties such as officer of the deck. When an enlisted man is officer of the deck or a representative of the officer of the deck he is entitled to receive and required to return salutes the same as a commissioned officer.

The quarterdeck as such is never saluted. The ensign is saluted upon coming aboard or leaving—when it is flying. Prior to August 1948, (when the new Navy Regs went into effect) the place from which the ensign was customarily flown was saluted after sunset.—Ed.

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STARTING JUMP chutist (circle) grabs ripcord in right hand, pushes into space.

Testing the Navy's 'Chutes

IF THERE is anything approaching a parachute jumper's paradise it's the Navy Experimental Parachute Unit located at the Naval Auxiliary Air Station, El Centro, Calif. Navy men, both enlisted and officer, test and evaluate at this unit all types of parachute and parachute gear for possible Navy use.

The jumpers are all qualified naval parachutists, which means (1) they are volunteers and (2) they receive extra compensation in the form of pay. Most of the enlisted men are either rated parachute riggers or strikers. During the thousands of jumps made at El Centro and at Lakehurst, N. J., where the unit was located from mid-1944 to late 1947, there has never been a fatality.

The reason for the no-fatality record lies in two of the unit's "laws." First, no one jumps without carrying

a spare safety 'chute of a tried and true design. Second, all gear before being tested by the parachutists is pre-tested by the unit's version of "Oscar"—the sea-going man-over-board dummy.

The unit's Oscars are hard-rubber, torso-shaped dummies. Their weight can be varied from 150 to 400 pounds. The falling dummy is rigged with an automatic radio transmitter, which tells a ground crew the stress, rate of descent, amount of shock and other important data important to parachute designers and technicians.

Occasionally the dummies catch a streamer—a 'chute that fails to open. In such cases they bounce 40 to 50 feet in the air after they hit the ground.

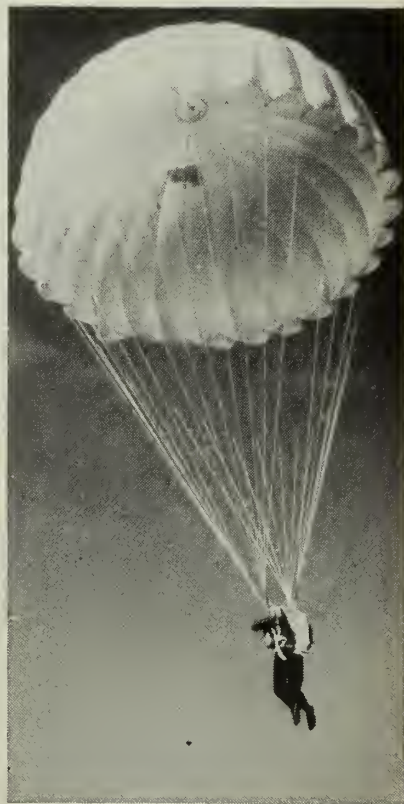
Most of the equipment the unit tests is civilian manufactured. The unit, however, conducts research and designs projects of its own. One of the unit's developments is an "extended-skirt" parachute. This 'chute is so successful, especially in bail outs from planes at great speed, that it may replace previous types as standard equipment. Using a 'chute of this type, one of the unit's jumpers bailed out from a plane traveling 444 mph. This established the record for free fall jumps (as opposed to mechanically assisted jumps such as those using ejector seats).

The Navy chose the El Centro location for the experimental parachute work because of its particular suitability for such a specialized type of work. The elevation is sea level or below, a condition necessary for accurate engineering tests.

Finally, the ground surface of the jumping area is soft sand, free from boulders and cactus. For men who often make a dozen jumps a week this is probably the most important factor.



FALLING HEADLONG he yanks cord, and chute begins to flick into wind.



BROUGHT UP with a jolt, the parachutist drifts to a successful landing.



WELL-DRESSED jumper wears two chutes, altimeter, watch, pencil, pad.



TODAY'S NAVY



Fechteler Is Named CNO to Succeed Sherman; McCormick CinCLant; Duncan Becomes Vice CNO

One of the first official acts of the new Secretary of the Navy, Dan A. Kimball, was to welcome as Chief of Naval Operations, Admiral William Morrow Fechteler, USN, nominated by the President to succeed Admiral Forrest P. Sherman, USN. Admiral Sherman died suddenly in Naples, Italy, on 22 July, while completing a diplomatic mission to negotiate for naval bases in southern Europe.



ADM Fechteler

Admiral Fechteler has had an outstanding Navy career. After graduating from Annapolis in 1916, he served in *uss Pennsylvania*, flag-

ship of the Atlantic Fleet, until 1921. Before reporting for duty at BuPers in 1942, he commanded a number of vessels.

In 1943, he assumed command of *uss Indiana* which fought in several operations in the south and central Pacific. In January 1944, he became Commander, Amphibious Group Eight, and participated in engagements at Leyte, Lingayen and Manila Bay.

Early the following year Admiral Fechteler became Assistant Chief of Naval Personnel and handled the vast Navy demobilization program when World War II ended. He became Commander in Chief, Atlantic Fleet, in January 1950.

Admiral Fechteler has been highly praised for his "close cooperation with Army and Air Force commanders," in the naval operations leading up to the landings near Manila Bay, for which he was awarded both the Army and Navy Distinguished Service Medals.

Admiral Lynde D. McCormick USN, Vice Chief of Naval Operations, has been named to succeed Admiral Fechteler as CinCLant. Admiral McCormick commanded *uss South Dakota* during World War II. He also served as war plans officer for CinCPac and as Deputy Commander in Chief, Pacific Fleet during the war.

Vice Admiral Donald B. Duncan, USN, Deputy CNO (operations),

The Navy in Pictures

HUSBAND AND WIFE, Gordon and Edwina Hirschberger, both HM2s (top right) form a unique team at Oakland Naval Hospital. Top left: Captain Joy Bright Hancock, USN(W), cuts a cake on the 9th birthday of the Waves. Left center: Chief hospitalmen inoculate Kansas City youngsters against typhoid during recent Midwest flood. Lower left: Midshipman entertains a Norwegian lass aboard *USS Missouri* during ship's European cruise. Lower right: Singer Monica Lewis, who led a bevy of Hollywood beauties to welcome *USS Manchester* (CL 83) warbles into the ear of Seaman Eugene Reddel.

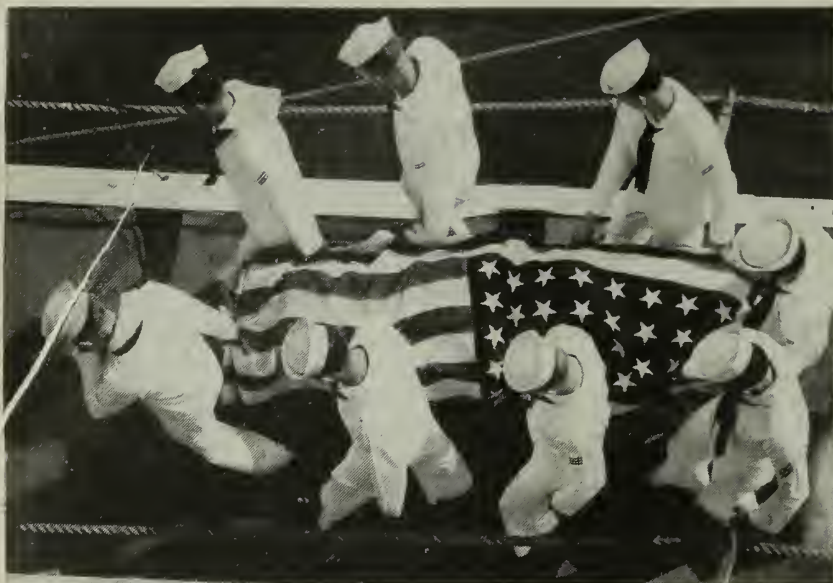
Yesterday's Navy



Congress appointed three members to a naval committee on 13 Oct 1775, marking the first official action in the establishment of the American Navy. Naval War College established at Newport, R. I., 6 Oct 1884.

OCTOBER 1951

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			



FLAG-DRAPED body of Admiral Forrest P. Sherman, the Chief of Naval Operations, is carried aboard USS *Mt. Olympus* in first step in return to U. S.

succeeds Admiral McCormick as Vice CNO with the rank of admiral. Admiral Dunne, who commanded the first of the Navy's escort carriers, USS *Long Island*, has worked closely with the Joint Chiefs of Staff, as Admiral Sherman's deputy.

Admiral Sherman, considered one of the Navy's most brilliant and able officers, became Chief of Naval Operations in October 1949. He is the first CNO to die while in that post.

Commenting on Admiral Sherman's untimely death, Navy Secre-

tary Kimball stated that the Nation and the Navy "have lost one of their all-time great men."

Mr. Francis P. Matthews retired as Secretary of the Navy on 31 July. He is now Ambassador to Ireland. Mr. Matthews' farewell message to the Navy follows:

"On the eve of termination of my duties as Secretary of the Navy, I wish to express to the men and women of the United States Navy and the United States Marine Corps and their Reserve components, serving the Nation patriotically throughout the world, my sincere appreciation for the loyalty they have shown throughout the period of my incumbency.

"To me it has been a great privilege to serve with them and to experience, in the face of an increasingly critical world situation, a resurgence of the traditional American naval custom to meet the issue squarely and to surmount all difficulties, whatever the cost in effort and sacrifice.

"This spirit was exemplified in high degree by the late Admiral Forrest P. Sherman, USN, whose tragic death we all mourn. To all hands I commend the emulation of his ideal of service to the end that the United States Navy may be ever maintained as the greatest in the world.

"To naval and Marine Corps personnel everywhere, a grateful well done and good wishes to each of you."

Riggs Retires After 37 Years

Rear Admiral Ralph S. Riggs, USN, for the past four years Assistant Chief of Naval Operations for Naval Reserve, has retired after 37 years service.

Rear Admiral William K. Phillips, USN, Commandant of the 8th Naval District succeeds Admiral Riggs as Director of the Naval Reserve.

Admiral Riggs is a veteran of both World Wars, and much of his service was in destroyers and cruisers. A rear admiral since 1944, he retires with the rank of vice admiral.

The new ACNO for Naval Reserve, Rear Admiral Phillips, was a classmate of Admiral Riggs at the Naval Academy. His wide experience in naval commands includes lighter than air naval aviation, submarines, destroyers and cruisers, and task groups and Task Force 24. In April 1950 he reported to 8th Naval District as commandant.

Upside-Down Divers

Adjusting a submarine's flood valve operating mechanism is ordinarily a drydock job. However, when drydock facilities could not be made immediately available, divers from the submarine tender *Nereus* (AS 17) accomplished the same delicate adjustments—while standing on their heads.

USS *Cusk* (SS 348) was under-



BAILING OUT of a TBM into a trampoline, a Reserve aircrewman at Olathe prepares for the real thing.

New CNO Sees No Change in the Navy's Policies

A topflight air arm is vital to the needs of today's naval organization, Admiral William Morrow Feehteler, USN, stated in his first public announcement after his nomination as the new Chief of Naval Operations.

Coming out strongly in favor of naval aviation, Admiral Feehteler—who believes the world's top job is that of a warship skipper—asserted that no changes in current policies are planned by the Navy.

"I think Admiral Sherman's leadership as Chief of Naval Operations was superlative," Admiral Feehteler said. "I was in thorough and complete accord with the policies he pursued."

going overhaul in San Diego alongside *uss Nereus* when the tender's diving gang pitched in and accomplished the task, without benefit of drydock.

In order to reach the flood valves the divers first entered the submarine's ballast tanks where they donned their shallow water diving suits. Then they dropped to the interior of the curving tank, crawled over piping and under the strengthening members in order to get to the valves.

In this position—under 10 pounds of air pressure and in a cramped and hazardous location—they had to stand on their heads to make certain adjustments.

Super-Speed Research Plane

The Navy's *Skyrocket* sonic research plane has broken all records for speed and altitude for a piloted aircraft.

Announcement of actual speeds and altitudes reached during the recent research flights is prohibited by security regulations, but they were "unprecedented," the Navy announced.

The swept-wing rocket-powered plane, in typical flights, is coupled into the bomb bay of the B-29 mother ship and is air launched at approximately 35,000 feet. The pilot enters the cockpit of the *Skyrocket* shortly after the take-off, prior to attaining altitudes where he will require auxiliary breathing oxygen.

When the plane is launched in the air and rocket-powered it is capable of far greater speeds than is possible by taking off from the ground and climbing to moderate altitude using both jet and rocket engines. In the upper atmosphere where the air is thinner and offers less re-



CAMERA CATCHES the Navy's record-smashing speed demon, the *Skyrocket*, at the moment of its release from bomb bay of its 'mother ship,' a B-29.

sistance, greater flight is accomplished with the plane's fuel capacity.

Upon reaching the desired altitude, the pilot of the mother plane releases the rocket ship, much the same as a bomb is released. As the *Skyrocket* drops away in a level attitude with power off, the pilot takes over control.

The rocket-firing switches are turned on and the plane begins its high-speed climb to the proper altitude where the pilot levels off and accelerates to maximum speeds. The purpose of the research rocket plane is to gather important data in the stratosphere recorded by both instrument and pilot in a few minutes of sonic flight.

When the plane's fuel power is exhausted, the pilot executes a spiral descent and lands at an experimental air base.

New Anti-Malaria Tablet

Atabrine, the "little yellow pill" swallowed daily by millions of servicemen during World War II in order to fight off malaria in tropical areas, now has a less bitter substitute.

If you are headed for tropical duty, you won't have to take the anti-malaria pill every day. The new tablet is chloroquin, known in America as aralen.

Chloroquin gives the serviceman on tropical duty three reasons to be thankful. Only one pill a week, smaller than an aspirin and weighing 0.5 gram, is sufficient to suppress the malarial parasite that attacks through the blood stream. The tablet is not bitter; it is almost tasteless. And it does not cause the distressing temporary discoloration of the skin, as did atabrine.

When the Japanese cut off the Dutch East Indies, source of 95 per cent of the world's quinine, American pharmaceutical laboratories were compelled to seek new anti-malarials. Atabrine was the result.

Medical specialists continued their research for a more effective anti-malarial preparation. Of the many developments during the later part of the war, chloroquin proved the most effective. It has checked malaria among school children in Java, among natives in the Congo and among the people of Panama. It has kept soldiers in the muggy Korea peninsula free of the world's most prevalent infectious disease.

Completes Seven Correspondence Courses in Year

What's your score, sailor? Can you equal or better the latest records in correspondence and Navy training courses?

The one-year record is held by Ensign John W. O'Brien, USN. He has averaged 3.82 in seven courses, all completed in a 12-month period: Navy Regulations, Military Law, Naval Orientation, Naval Aviator's Course 1, Personnel Administration, Seamanship, and the Uniform Code of Military Justice.

The two-year record is held by

Edward F. Kral, YNC, USN, who maintained an average of 3.87 in 12 courses completed in 24 months of study. (ALL HANDS, April 1951, p. 38).

Now all enlisted personnel have a chance to enter the competition via enlisted correspondence courses as well as Navy training courses. The enlisted correspondence courses, previously limited to Reserve personnel on inactive duty, have been opened to all personnel on active duty.

Navy Helps Fight Floods

Naval Reservists pitched in wholeheartedly during the July floods in the midwest. Over 3,000 Navymen participated in rescue missions and various phases of flood control in Lawrence, Topeka and Kansas City, Kans.; St. Louis and Kansas City, Mo.

They helped strengthen dikes and man rescue boats. They performed patrol duty to prevent looting of evacuated areas. Reservists also operated amateur radio circuits, relaying messages to families of individuals stranded by the floods.

Civilian flood refugees were housed at the Kansas City Reserve Training Center which also served as a first aid station.

Several LCVPs were dispatched to the flood areas. The current was so strong, however, that they were forced to stand by during the early stages of the floods.

Planes were kept in the air to spot stranded persons. Others carried food, clothing, tents and medical supplies to isolated areas.

A plane from NAS Glenview, unable to land at Kansas City, flew 400 life-jackets to Olathe, Kans. A Navy truck took them the rest of the way.

DD Stops One Operation Four Hours for Another

If Communist troops in the North Korean east coast port of Songjin had wondered why for four hours the destroyer *uss Hank* (DD 702) halted its pounding of their positions, they never would have guessed.

The reason *Hank's* guns cooled off and her gun-crewmembers relaxed was that an operation was going on—a naval operation upon the wardroom dining board. An operation for appendicitis, to be exact.

As soon as the medical operation was over, the operation against the enemy was resumed. At last report, the seaman-patient, Robert L. Penn, SN, USN, was doing well. *Hank's* foes were doing not so well.

Thousands of people had to be given typhoid shots. To accomplish this, over 100,000 units of typhoid serum were flown from the Naval Hospital, Great Lakes, Ill.

The Navy helped combat the shortage of fresh water by setting up purification units in several cities.

Waves' 9th Anniversary

Around the world—from Tokyo, Guam, Hawaii and Alaska, to London, Paris and Berlin—and in the United States, informal get-togethers of the Navy's contingent of officer and enlisted women observed the ninth anniversary of the Waves.

At sea in hospital ships, in the air with Military Air Transport Service, and in many shore duty billets 5,751 women of the Navy and Naval Reserve were on active duty as the 10th year of the Waves began 30 July.

In Washington, D.C., Captain Joy Bright Hancock, USN(w), Assistant Chief of Naval Personnel for Women, cut a nine-candle birthday cake with the traditional Navy sword at a reception held at Club Jason of Quarters K, RecSta. The party was sponsored by the Waves on duty in the nation's capital.

With the passage of the Women's Armed Services Integration Act in June 1948, women for the first time became an integral part of the Regular Navy. During World War II more than 79,000 Waves were on duty in 900 continental shore enlistments. More than 4,000 Waves were assigned duty in Hawaii.

Forerunner of the idea of the Waves (Women Appointed for Volunteer Emergency Service) was the World War I Naval Reserve organization of Yeomen (F) who numbered more than 10,700. Today, the Waves are serving in 28 of the Navy's 62 enlisted ratings and during WW II they performed 450 different wartime jobs.

Present plans are pointed to building up the Waves' strength to 10,000 enlisted personnel. Recruiting quotas have been raised and the minimum age lowered to 18 years.

Classes of Beneficiaries

Naval personnel are reminded that the Servicemen's Indemnity Act of 1951 restricts payment of the \$10,000 free indemnity to the following classes of beneficiaries:

- Husband or wife.
- Children — including stepchildren, adopted or illegitimate children, if the latter are designated as beneficiaries.
- Parents — including stepparents, parents by adoption, or persons who stood "in loco parentis"—in place of parents—for at least one year prior

Battle-Wise Steward Grew Up With Aviation

A Navy Chief who might be considered a walking source book on many of the men concerned with the development of the Navy's air arm has been honorably retired after more than 31 years of active duty.

Elcana Jones, SDC, USN, started his naval career eight months after the close of World War I at Norfolk, Va., and wrapped it up at the Naval Air Station, Glenview, Ill.

In 1924 he served as the steward of Maré Mitscher (then LCDR, later Admiral) on board *uss Langley*, the Navy's first carrier. In his job on board that ship he knew some of the foremost officers of naval aviation: CDRs Price and Towers, LCDRs Mason and Ram-

sey, LTs Davis and Bogan. All of these officers attained flag rank.

Early in World War II, Jones served with another group of famous naval aviators, the men who formed Torpedo Squadron Eight of the Battle of Midway fame. He was with that organization from its beginning to its termination. Later he witnessed the launching of Jimmie Doolittle's flyers from the decks of *uss Hornet* in their air strikes against Tokyo.

He was serving in *uss Saratoga* when that vessel was torpedoed in the Battle of the Eastern Solomons. During his Pacific Ocean war service he earned stars for seven battle actions. Among his 11 ribbons are the Presidential Unit Citation and NUC.

At one period of his service he was assigned to the quarters of the commanding officer of *uss Rigel*. He knew the CO as Captain Nimitz, but a few years later the world knew him as Fleet Admiral Nimitz.



Chief Jones

to the serviceman's entry into active service.

• Brothers and sisters—including those of half-blood and those through adoption.

If no beneficiary is designated, or if the designated beneficiary does not survive the serviceman, the indemnity will be paid to the first eligible class of beneficiaries in the order listed above. If the class is composed of more than one person, the indemnity will be paid in equal shares.

Servicemen who find this means of selecting beneficiaries satisfactory should take no action. Those who find it unsatisfactory, however, should submit DD Form 93—Record of Emergency Data — designating beneficiaries taken from the above classes, in any order, according to the provisions of Alnav 55-51 (NDB, 30 June 1951).

Designation or change of beneficiary relating to the Servicemen's Indemnity Act of 1951 does not affect the designation of beneficiaries of existing National Service, U. S. Government or commercial life insurance or of the six months' death gratuity.

Additional information on the free \$10,000 indemnity is contained in ALL HANDS, July 1951, pp. 50-51.

692 Officers Appointed

The retention of 692 applicants as permanent officers in the Regular Navy or Marine Corps from the aviation-midshipman, NROTC, and college graduate training programs, has been announced by BuPers.

The successful candidates were selected by boards convened to consider officers commissioned under the provisions of Public Law 729, 79th Congress, sometimes referred to as the "Holloway Plan."

Each year the records of all graduates of the aviation-midshipman class who apply for retention and who have successfully completed one year of academic and flight training in the rank of ensign, or second lieutenant of the Marine Corps, are examined for retention as permanent officers in USN or USMC.

BuPers Circ. Ltr. 86-51 (NDB, 15 June 1951) lists the names of 475 successful aviation-midshipman candidates from the 1950 class who have been selected.

Officers who do not apply for retention or are not selected for Regu-

Chief Sanderson Dies After 44 Years of Active Duty

In 1882 a short and scrappy young man joined the Navy at San Francisco, Calif. Sixty-three years later, in 1945, the same man, George (Sandy) Sanderson, BMC, USN, said farewell to the Navy for the last time. His service jacket showed nine enlistments, two orders to report for duty and one recall to duty.



Chief Sanderson

Entitled to 11 gold hashmarks, he had been the oldest man on active duty with the allied forces during World War II. Forty-four of his 87 years were spent on active duty.

His World War II service consisted of recruiting duty throughout the western part of the United States. The 4-foot 11-inch chief claimed that he recruited more nurses in one day than anyone else—"because they couldn't resist me."

This duty was comparatively quiet when compared with his service in every quarter of the globe during America's preceding two wars and in numerous isolated campaigns. During the Spanish American War he served in USS Oregon during her celebrated dash from the West Coast to the East Coast via the Straits of Magellan.

Sandy had fought Philippines'

insurrectionists, Boxer rebellionists, Panama revolutionaries, and Zulu uprisers; protected seals in the Bering Sea; made liberties in the Hawaiian Islands "when they were something—when old King Kalakaua was in charge"; helped construct the Navy's first electric dotter and helped invent hand training gear for large turrets. He had sailed around the world 21 times, visiting every maritime nation except Norway, Sweden and Denmark.

During World War I, Sanderson organized a gunnery school at New York and was placed in charge of the 542 men assigned there. Four years after the end of that war he was retired for the third time.

At the beginning of World War II Sandy donned his uniform and reported to the recruiting office. At first he was turned down for enlistment, but he persuaded SecNav Frank Knox to intercede for him. A year ago when he tried to reenlist for the Korean outbreak he was again turned down. This time a heart condition interfered with his plans to appeal the rejection.

This same heart condition caused him to turn into the Naval Hospital at Oakland, Calif.—across San Francisco Bay from the city where he had first enlisted nearly 70 years before. Laid low by this condition in late July, little Sandy joined his old-time shipmates on Fiddler's Green.

lar Navy or Marine Corps commissions may be commissioned in the Naval or Marine Corps Reserve.

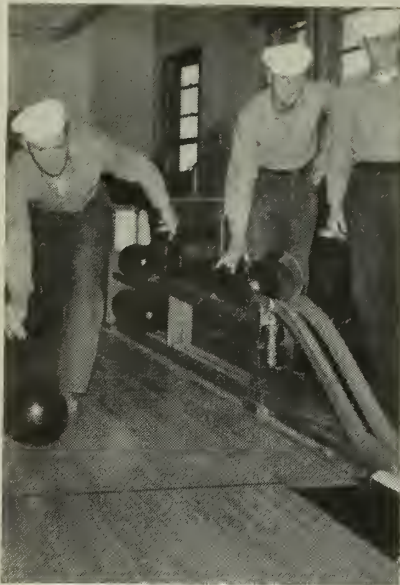
The Secretary of the Navy has approved the retention of 106 officers of line-aviation class (non-pilots) who completed three years of training and applied for retention in the Regular naval service.

One hundred and eleven other officers appointed from college graduate training programs who completed three years of active duty are also listed as having been selected for permanent commission appointments in the Regular naval service. They are divided as follows: 51 to the general line; 44 to the Supply Corps, and 16 to the Civil Engineering Corps.

Corpsmen Get Citation

Eight Navy hospital corpsmen have received the Air Force Distinguished Unit Citation for their part in air evacuation of Army and Marine Corps wounded from the Chosin Reservoir area last December.

The hospital corpsmen were assigned to the First Marine Aircraft Wing serving under the tactical control of the Air Force's 21st Troop Carrier. Recipients of the citation are: Mendell Brazell, HN, USN; Fred-eric C. Conover, HN, USN; Elmer L. Fox, HM2, USN; John M. Jank, Jr., HN, USN; Kenneth R. Marks, HM3, USN; Joe M. Rodger, HM1, USN; Robert S. Ruffin, HN, USN, and Vincent F. Scanlon, HN, USN.



DOWN THE ALLEY zips a ball at rec center, NAS Whidbey Is., Wash. Whidbey boasts big sports program.

Aluminum Welding Process

The chances are that you will be seeing more and more aluminum in topside shipboard structures from now on. Lightness, a characteristic of aluminum, is always desirable topside because lightness means better ship stability. Steel, of course, continues to be the basic metal used in construction of large ship hulls, because of its great strength.

Impetus to the aluminum "program" has been given by newly developed processes for welding alu-

minum, plus advances in the manufacture of stronger aluminum alloys.

One of the new developments in welding is a process which BuShips calls "semi-automatic inert-gas metal-arc welding." A result of joint BuShips and commercial development, this process is already in use in all naval shipyards and aboard several repair ships and tenders.

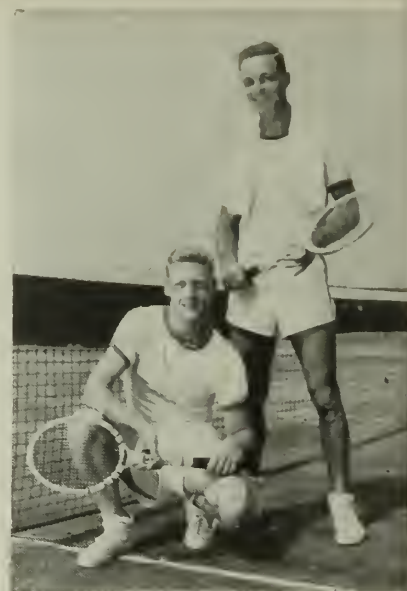
Aluminum alloy wire is fed automatically from a reel to a hand gun. The gun directs the wire to the joint to be welded. As in other arc welding processes, an arc is established between the end of the wire and the work. The heat of the arc melts the wire and the work, which fuse together to make the weld.

An advantage of this system over older ones is that it prevents the formation of oxide and other impurities. This means stronger joints without the use of highly corrosive fluxes which were formerly needed. It also makes it possible to make welds in difficult positions and confined spaces. In short, it provides a dependable means for fabricating aluminum with the same rapidity and ease which made the all-welded ship possible.

On the Gridirons

The "Norfolk Navy Flying Tars" has been selected as the name for a Hampton Roads area football team to be fielded this season by NAS Norfolk.

The Quantico Marines, who in



DOUBLE VICTORS in Atlantic Fleet tennis tourney: Pfc. Keith Thornton and Cpl. Don West, both USMC.

1949 romped over the chalk marks for their third consecutive All-Navy football championship and who last year claimed the mythical national service title, are anticipating another outstanding service eleven this fall.

Naval Air Station, Moffet Field, Calif., will field a football team this fall. This will be the first football team in this station's history. Neophytes in competition, but not in courage, the NAS eleven has scheduled some rugged opposition which includes the freshmen gridsters of Santa Clara, San Jose State and Stanford.

Expert Model Builder

If there were a model builder rating, Edwin C. Everett, AA, USN, would probably be one of the "leading chiefs" in that field.

Everett, who is serving on a minority cruise with the engineering section of VR-8 at Hickam Air Force Base, Hawaii, began building airplane models while still a small boy. His work now includes boats, yachts, ships and many types of military and civilian aircraft. Many of his airplane models are gas models.

One of his favorite ships is an LST made of tin cans. He was offered \$50 for this model, which took three months' spare time to complete. He turned down this offer, however, explaining that his model building is strictly a pleasure-bringing hobby—not a business.



GRIDIRON GLORY will be sought for first time this year by NAS Moffett Field (Calif.) Here some of the 100 squad members watch an extra point try.

In the Pools

Myron Martin, DC1, USN, one of the Navy's top-flight divers, has been giving exhibitions and instruction in tank performance at Green Beach Swimming Pool, U. S. Fleet Activities, Yokosuka, Japan, while on temporary duty from his ship *uss Helena* (CA 75).



M. Martin, DC1

He has been diving and swimming his way around the Navy for nearly 10 years, winning the 11th Naval District championships in 1948 and 1949 and following up for second place honors those years in the All-Navy finals. More than 100 types of fancy and comic dives are included in his repertory which at one time or another has won him a spot in Billy Rose's "Aquacade" and in numerous newsreel and short subject motion picture presentations.

Tankmen of Marine Corps Air Station, Cherry Point, N. C., are enthusiastically eyeing another record year of pool activity. The Cherry Point mermen in the past few years have splashed their way to three district championships and one All-Navy trophy, as well as the armed forces swim championship.

Strips of inner tubes, old life jacket belts and discarded galley tomato cans have been combined to



CLOSE HARMONY links foursome at Club White Hat, New London, Conn. The popular spot has recently added a new television lounge and snack bar.

produce a water-wing type of gadget at NTC Great Lakes to give non-swimming recruits a lift as they struggle to master the art of aquatic propulsion. An advantage of the unique swimming aid is the ease with which the cans may be shifted to various parts of the body to supply needed buoyancy.

Around the Bases

Armed forces unification is notably exemplified at Kodiak, Alaska, where two-nine-team leagues are engaged

in an armed services softball tourney. When the Army faced withdrawal from the competition because the team lost so many players through transfer, the Navy met the situation by loaning enough sailors to the Army club to bring the soldier softballers up to full strength.

ComServPac's softball team has won the Pearl Harbor submarine base championship for the third straight year.

A San Francisco Bay Area Armed Forces Women's Softball League is going full-tilt in the 12th Naval District. The schedule calls for a double round robin contest on a home-and-home basis so that each station with a team entered may have a chance to see their favorites in action.

The Sangley Point (Philippines) softball championship trophy has been awarded to Fleet Aircraft Service Squadron 119 whose players finished the six-month season with only three losses in 32 contests with the league's seven other teams.

The Oakland Naval Air Station hardball nine, nursing silent humiliation following a 10 to 2 trouncing by McClellan Air Force Base, got the proverbially sweet revenge a few days later. In the second meeting, Oakland in seven innings overshadowed the airmen's tally of seven runs by romping across the plate 26 times, 18 of the markers coming in the second inning.

Among high-scoring exhibitions at West Coast ball diamonds was the



POOL SHARKS have a go at it during a rest at the Kambayashi Hotel, Japan. The hotel is one of several rest spots for Far East fighting men.

SIDELINE STRATEGY

A good slice of naval baseball history could be written by Dante Sudati, BMC, USN, who retired after serving for 32 years, 24 of which saw Sudati a member of one or another diamond nine.

An avid baseball fan, first baseman,



D. Sudati, BMC

and pitcher in his native town of Somerville, Mass., Sudati lost little time in affiliating himself with Navy baseball fol-

lowing his enlistment in 1919. By 1924 he was starting a three-season stay with the naval base team at Coco Solo, C. Z., the outfit that won the Army-Navy title for 15 consecutive years.

During ensuing seasons the chief performed for many of the Navy's top-notch teams until Father Time convinced him in 1943 that 24 years on the diamonds had given him sufficient base-running exercise.

Lest it be surmised that Chief Sudati's entire naval career was spent swinging at or heaving a baseball, let it be known that he had his share of sea duty along with the rest of his mates. Among other billets, he served in the battle ships *Maryland*, *Arkansas* and *Nevada*, the cruiser *Denver*, and the aircraft carrier *Antietam*. He was on board *Nevada* when the ship was bombed and sunk at Pearl Harbor during the Japanese attack.

* * *

Exponents of Izaak Walton each entertain a pet theory on the best method of fishing. At U. S. Naval Air Station, Alameda, Calif., one such angler

has his own system (and as far as we're concerned, he's welcome to it). There, one day, Robert Call, AN, USN, with only his bare hands reached into the water off a sea wall and lifted out a four-foot tiger shark.

* * *

This is a fish-story—but true. TSgt Jack Antonelli, USMC, of Marine Corps Reeruit Depot, Parris Island, S. C., had been fishing in a certain locality for weeks on end with little or no luck. One early evening, however, his patience was generously rewarded as he excitedly hauled out a 23-inch, 5½-pound speckled trout. He immediately took it home where he measured, weighed, cleaned, cooked and consumed it for dinner (with the eager assistance of his wife and some friends).

The next day, as the sergeant told of his catch, he learned it was something of a record for those parts, but since he could produce neither trout nor picture of same to substantiate his story, brother fishermen cast a skeptical eye in his direction. But undaunted by this deplorable experience, the Marine angler set forth that same night, east his line in the identical spot, and (it shouldn't happen in a lifetime) pulled out a 22-inch 5½-pound speckled trout. This one, you may be sure, was shown about and photographed for future reference before it appeared on a platter at the Antonellis' dining table.

* * *

A Marine master sergeant golfer at Parris Island, S. C., recently found a new use for a No. 4 iron. He used it to kill a four-foot rattle snake while hunting an out-of-bounds ball.—Ernest J. Jeffrey, JOC, USN.

four-game total of 54 runs chalked up by Marine Corps Reeruit Depot, San Diego. On a Friday and Saturday, they dropped Los Angeles City College 5-1 and 16-3. On the following Sunday and Monday they blasted Mereed's Castle Air Force Base 13-2 and 20-7.

Marking their first perfect softball game in three years, the Norfolk Naval Base Waves defeated the "Ben-Hers," 24-0, in five innings.

When this year's Bluejacket nine of Naval Supply Center, Oakland, Calif., had the honor of dedicating the activity's new baseball park, they shellacked a local paint concern's team, 15-2, in a game called at the end of the third, because of a late start and the fact that the NSC-ers stayed at bat so long in the initial inning.

Oscar M. Sessions, ICC, USN, now in his third year with the "Gallop'n' Gators" baseballers at Amphibious Training Command, Little Creek, Va., has been playing Navy baseball for 15 years. His salty diamond career began back in 1936 when he took the mound for the battleship *West Virginia*.

Week-End Training Program

Thanks to the teamwork of Marines, the Air Force and Navy forces afloat, Naval Reservists at San Bernardino, Calif., now have a full week-end training program, including rifle range instruction and indoctrination cruises at sea.

Early on Sunday mornings members from Organized Surface Divisions 11-33 and 11-40 are assembled on the March Air Force Base rifle range. Marine sergeants on recruiting duty at San Bernardino and Riverside give the men instructions in handling, firing and caring for 30-caliber rifles and carbines.

Other members from Organized Surface Battalion 11-10 spend their week-ends on board ships underway off the California coast to learn seamanship and to fire the Navy's larger guns. In destroyers the week-end sailors become temporary members of each ship's divisions for practical study in almost every sea-going rating.

This week-end practical training program supplements the Monday and Wednesday night classroom theory at facilities of the Naval Reserve Training Center at this West Coast base.

THE BULLETIN BOARD

NavCad Program Is Reopened To Civilians; Enlisted Men Continue to Be Eligible

The Naval Aviation Cadet procurement program, closed to civilian candidates since October 1950, has been reopened for qualified civilians of ages 18 through 26.

Enlisted personnel on active duty continue to be eligible to apply in accordance with the provisions of BuPers-MarCorps Joint Letter, 2 Apr 1951 (NDB, 15 Apr 1951).

Civilian applicants and Reservists on inactive duty may apply at any Navy Recruiting Station, Naval Air Station (Air Reserve), or Naval Air Reserve Training Unit for further information and instructions on submitting applications. Selection boards, established at Naval Air Station (Air Reserve) and Naval Air Reserve Training Units, will select the best qualified candidates from those who apply.

Enlisted personnel on active duty who have graduated from an accredited high school but who have *not* had at least two years of college (60 semester hours or 90 quarter hours) must pass the USAFI college level general educational test and must attain the following scores on Navy standard classification tests: Navy personnel—GCT



"Dimnoodle, don't you think it's about time you went up for a rating?"

plus Ari 120, Mech 58; USMC personnel—GCT 120, PA 116. Civilian applicants must have completed satisfactorily two full academic years at an accredited college or university with a minimum of 60 semester hours or 90 quarter hours.

All applicants must be unmarried and stay single until commissioned.

NavCads undergo flight training for approximately 18 months and upon satisfactory completion of this program are commissioned as ensign, 1325, USNR, or second lieutenant, USMCR.

Qualified Enlisted Men Of Regulars and Reserve May Now Apply for OCS

Qualified enlisted men, both Regulars and Reservists, may now apply for enrollment in Officers Candidate School for training leading to commissions in additional classifications in the Naval Reserve. Successful candidates will be appointed ensign or lieutenant (junior grade) of the restricted or unrestricted Line, Supply Corps or CEC.

To be eligible for commissioned status under this program, a sailor must be a graduate of an accredited college or university with a bachelor's degree (four-year course).

Applicants must have reached their 19th birthday at the time their commanding officers forward the applications. For unrestricted Line commissions, applicants must not have reached their 27th birthday. For restricted Line (specialist), applicants must be under 33. Applicants appointed to the grade of ensign, however, must not be over 27½ years of age at time of appointment. Those appointed to lieutenant (junior grade) must be under 33½ years of age at time of appointment.

Additional eligibility requirements and processing procedure are given in detail in BuPers Circ. Ltr. 127-51 (NDB, 31 July 1951). This directive cancels and supersedes BuPers Circ. Ltr. 172-50 (AS&SL, July-December 1950), 179-50 (AS&SL, July-December 1950), 17-51 (AS&SL, January-June 1951) and 66-51 (AS&SL, January-June 1951).

Enlisted Women Eligible For Ensign Commissions

A new appointment program has been established by the Navy for enlisted women of both the Regular Navy and the Naval Reserve serving on active duty. It authorizes appointment and indoctrination for immediate active duty in the grade of ensign, USNR.

This program parallels that now open to enlisted women in inactive duty status and to civilians (see BuPers Circ. Ltr. 102-51).

WAY BACK WHEN

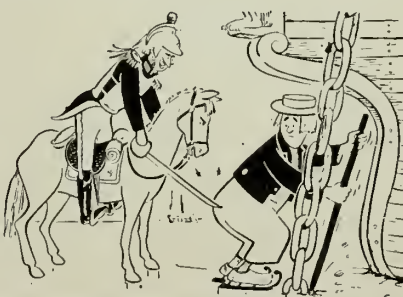
Army vs. Navy

During the conflict between France and Holland toward the end of the 18th century, warfare witnessed one of its most unique spectacles—the capture of a navy by a detachment of cavalymen.

In January of 1795, a midwinter month of such unusual severity that bays and inland waterways had frozen hard, the French General Charles Pichegru invaded Holland and succeeded in taking the city of Amsterdam with little opposition.

During this action, Pichegru noted that the Dutch navy was ice-bound in the Zuyder Zee—Amsterdam's harbor—and ordered his cavalry onto the ice to surround the fleet. The maneuver so surprised the Dutch

that they surrendered immediately to the French soldiers.



Here's Latest Information on Discharge or Release of Enlisted Personnel

Here is the Navy's program brought up to date covering the discharge or release of Regular Navy and Naval Reserve enlisted personnel on active duty in the Regular establishment. Separate instructions governing separation of enlisted Reservists on continuous active duty in the Reserve program have also

been issued throughout the Navy to the various commands.

These separation dates do not apply to personnel who voluntarily remain on active duty, are hospitalized or otherwise undergoing medical treatment, or who are in a disciplinary status.

(1) Regular Navy enlisted per-

sonnel will be separated on the date of expiration of their enlistments, as voluntarily or involuntarily extended on or after 28 July 1950.

(2) Fleet Reserve enlisted personnel will be separated on the date they complete 24 months' active duty as a Fleet Reservist after 25 June 1950—unless they become eligible for separation at an earlier date because of transfer to the retired list.

(3) Enlisted Regulars and Fleet Reservists authorized to transfer to the retired list will be separated on the date preceding the date of transfer to the retired list.

(4) Naval Reserve Class V-13 enlisted personnel will be separated on the date they complete 24 months' active duty after 25 June 1950.

(5) Enlisted Reservists who were on continuous active duty in the Reserve program on 25 June 1950 and who were transferred to active duty in the Regular establishment will be separated on the date they complete 24 months' continuous active duty, computed from 1 July 1949 or from the date they were placed on continuous active duty in the Reserve program—whichever is later.

(6) Naval Reserve enlisted personnel, irrespective of veteran status, who were placed on active duty between 8 and 20 July 1950 inclusive, regardless of obligated period of active duty for which they volunteered, and those who volunteered for an obligated period of six months will be separated on the date they complete 12 months' active duty since 25 June 1950. Those who volunteered for obligated periods of active duty in excess of six months and who were placed on active duty subsequent to 20 July 1950 will be separated in accordance with other provisions of the release program.

(7) Enlisted Reservists who are veterans as defined in Ahav 37-51 (NDB, 30 April 1951), who were not receiving drill pay or active duty pay in the Reserve program at the time they were ordered to active duty in the Regular establishment, will be separated not later than the date they complete 17 months' active duty, nor earlier than the date they complete 12 months' active

Here Is Separation Schedule for Enlisted Reservists

Phasing schedule for release of enlisted Reservists with veteran status:

Veterans (as defined at the end

of this article) who were *not* receiving drill pay when ordered to active duty will be separated according to the following schedule:

<i>Inclusive dates placed on active duty:</i>	<i>Date of Separation:</i>
21 July-15 Aug 1950.....	October 1951
16 Aug-5 Sept 1950.....	November 1951
6-17 Sept 1950.....	December 1951 (not later than 15 December, if practicable.)
18-30 Sept 1950.....	January 1952
1-18 Oct 1950.....	February 1952
19 Oct-6 Nov 1950.....	March 1952
7-30 Nov 1950.....	April 1952

Those who were placed on active duty during December 1950 and thereafter will be separated on the date they complete 17 months' active duty, after 25 June 1950.

The releases earlier than 17 months provided by the plan are

scheduled because of the Navy's need to phase or "spread out" the losses from the fleet and to prevent overcrowding of separation centers.

Veterans who *were* receiving drill pay when ordered to active duty will be separated as follows:

<i>Inclusive dates placed on active duty:</i>	<i>Date of Separation:</i>
21-31 July 1950.....	October 1951
1-8 Aug 1950.....	November 1951
9-16 Aug 1950.....	December 1951 (not later than 15 December, if practicable.)
17-24 Aug 1950.....	February 1952
25-31 Aug 1950.....	January 1952
1-6 Sept 1950.....	March 1952
7-12 Sept 1950.....	April 1952
13-18 Sept 1950.....	May 1952
19-24 Sept 1950.....	June 1952
25-30 Sept 1950.....	July 1952

Veterans who were ordered into active service during October 1950 and thereafter will be separated on the date they complete 22 months' active duty subsequent to 25 June 1950. The releases earlier than 22 months provided by the schedule are due to the Navy's need to phase the losses from the Fleet and to prevent overcrowding at the separation centers.

Enlisted Reservists who are not veterans but who were receiving drill pay when ordered to active duty will be separated after serving 24 months subsequent to 25 June 1950. Non-veterans who were not receiving drill pay when ordered to active duty will be separated after serving 22 months of active duty subsequent to 25 June 1950.

duty since 25 June 1950.

(8) Enlisted Reservists in the following categories will be separated not later than the date they complete 24 months' active duty nor earlier than the date they complete 15 months' active duty since 25 June 1950.

- Enlisted Reservists, irrespective of veteran status, who were receiving drill pay or active duty pay in the Reserve program at the time they were ordered to active duty in the Regular establishment, except those included in paragraphs (2), (4), (5) and (6).

- Enlisted Reservists—non-veterans—who were not receiving drill pay or active duty pay in the Reserve program at the time they were ordered to active duty in the regular establishment, except those included in paragraphs (4) and (6).

(9) Enlisted Reservists whose enlistments—as voluntarily or involuntarily extended on or after 28 July 1950—expire prior to becoming eligible for separation under paragraphs (4) through (8) will be separated on the date of expiration of their enlistments, as extended.

(10) Naval Reserve enlisted personnel eligible for separation by reason other than expiration of enlistment who voluntarily execute requests to remain on active duty for a specified period of time or until their ship returns to the continental United States, may be retained on board subject to approval of commanding officer, provided such personnel have sufficient obligated service. Personnel who do not have sufficient obligated service must reenlist or voluntarily extend their enlistments in the Naval Reserve.

Medical Officer Transfer Deadline Now 1 July 1953

Interservice transfers of commissioned officers of the Medical Services or Corps may now be effected any time up to 1 July 1953. The new deadline for applications is announced in BuPers Circ. Ltr. 112-51 (NDB, 15 July 1951).

Regulations providing for the transfers were first published in BuPers Circ. Ltr. 196-50 (AS&SL, July-December 1950) required applications to be submitted prior to 9 July 1951.

WHAT'S IN A NAME

Dinghy

A dinghy, the name given to a small boat which may be propelled either by oars or sail, comes from the Bengal "dingi" (diminutive of "dinga," meaning "boat"), a type of small craft used in the East Indies and varying in form from that of a canoe to that of a wherry. It also is the name of a small sailing boat used along the west coast of India.

Pronounced "ding-gey," the word has a variety of spellings, among which are dinghey, dingy and dingey.

Because of its implication of "small," the word has given rise to the modern slang adjective "dinky" as applied to something little or insignificant. Another



modification is found in the colloquial name "dinkey" for a small locomotive used for hauling or shunting freight cars, logging operations, or for similar transportation uses.

Scholarships Are Available From Non-Profit Foundation

Naval personnel with children approaching college age are advised of scholarships offered by The Foundation for Independent Education, a non-profit corporation with headquarters at 220 Clarendon St., Boston, Mass.

Organized for the purpose of providing scholarship grants, the Foundation will help boys and girls with unusual qualities of character and leadership to secure the advantage of an independent school education.

The primary interest is to offer financial assistance to those who are now attending public school, but students enrolled in private school will also be considered.

Eligible for the annual awards of partial scholarships are those who, at the time examinations are given each spring, are in any one of the first 10 grades of school; or in the twelfth year preparing to enter junior college. The Foundation does not offer scholarships for a four-year college course.

Full details of the plan are available from the Foundation.

'Veteran' as Applied to USNRs with Regard to Release

What's the definition of a World War II veteran when applied to Naval Reservists with regard to their release to inactive duty?

The definition of a veteran used for purposes of release of USNR officers is "spelled out" specifically by law. It limits the term "veteran" to those who served for at least 12 months between 7 Dec 1941 and 2 Sept 1945.

Enlisted Reservists are considered "veterans" if they served at least 90 days on active duty between 7 Dec 1941 and 2 Sept 1945 inclusive or for a period of more than 12 months between 16 Sept 1940 and 24 June 1948 inclusive. The Navy is exercising its preroga-

tive in using this more liberal definition with regard to enlisted personnel. This latter definition is generally accepted by the Veterans' Administration and other agencies which handle veterans' affairs.

There are a number of definitions of the term "veteran." These definitions vary with the letter of each particular law involved and subsequent interpretations of the law. A specified amount of service after the "shooting war"—between 2 Sept 1945 and 24 June 1948—qualifies one for the GI Bill, for example, but not for some state bonuses or for membership in certain veterans' organizations.

Schedules Are Established for Release of Reserve Officers to Inactive Duty

Naval Reserve officers now on active duty will be released to inactive duty according to schedules established by 1951 amendments to the Universal Military Training and Service Act. (Public Law 51, 82nd Congress.)

The period of obligated service for Naval Reservists is now 24 months, rather than the previously authorized period of 21 months.

Unless sooner released by the Chief of Naval Personnel, World War II officer veterans who are members of the Volunteer Reserve will be released after completing 17 or more months of active duty after 25 June 1950, if they request release. Officers in specialties which become critical may, however, be retained for 24 months.

For the purpose of this release program, a World War II veteran



officer is defined by law as one who served on active duty for a period of at least 12 months in any branch of the armed forces between 7 Dec 1941 and 2 Sept 1945 inclusive.

Service while in school in the V-12 program, as midshipmen at the U. S. Naval Academy, V-5 program, V-7 program, Merchant Marine Academy, State Maritime Academies and other similar programs cannot be counted in considering the 12 months' active service during World War II. All other service—whether as an officer or enlisted man—will be counted.

All USNR officers now on active duty or who are later ordered to active duty either voluntarily or involuntarily may, therefore, anticipate release on completion of 24 months' continuous service, except those officers included in one of

the categories in the accompanying table.

One year, however, will be added to the period of obligated commissioned service of any person who agreed to perform obligatory service in return for financial assistance while attending a civilian college under any training program (such as postwar regular NROTC)—bringing the total period of obligated service for such officers to three years.

Questionnaires submitted in accordance with BuPers Circ. Ltr. 56-51 (AS&SL, January-June 1951) will be used to indicate the desires of officers with regard to release. No further requests for release are necessary if release as indicated on the questionnaire is satisfactory. Officers who have not submitted these forms, however, should do so immediately.

These questionnaires are designed for processing on IBM machines. It is essential that all questions be answered in the "boxes" provided. Comments written in the margins cannot be recorded by the IBM machines and may result in unnecessary delays in the processing procedure.

Complete details on the release program for USNR officers are contained in BuPers Circ. Ltr. 120-51 (NDB, 31 July 1951).

TABLE

Line and Staff Corps officers other than Medical and Dental Corps:

CATEGORY

STATUS

1. USNR officers other than members of the Organized Reserve or in a Volunteer drill pay status who volunteered for active service in July 1950 in response to BuPers 081735 July 1950, and signed an agreement to remain on active duty for a period of at least six months.

Alnav 63-51 (AS&SL, January-June 1951) provides for release on request forwarded via CO after 12 months' active duty.

2. Veterans* who received orders prior to 16 Oct 1950 and were not members of the Organized Reserve or in the Volunteer Reserve in a drill pay status at that time, other than those in category (1).

Will be released upon completion of 17 months' active duty.

3. Veterans* who received orders on or after 16 Oct 1950 and were in the Volunteer Reserve or were assigned, on or after that date, to the Organized Reserve or Volunteer Reserve in a drill pay status, other than category (1).

Will be released upon completion of 17 months' active duty.

SONGS OF THE SEA



Galloping Randy Dandy O!

Now we're warping her into the docks,
Way-aye, roll and go!
Where the pretty young girls
Come down in flocks,
My galloping Randy Dandy O!

Heave and pull and heave away,
Way-aye, roll and go!
The anchor's aboard
And the cables are stowed,
My galloping Randy Dandy O!
—Old Sea Chantey.

4. NROTC (Regular) who received financial assistance while attending civilian college.

5. NACP ensigns (ex-aviation midshipmen), postwar NROTC aviators, and officers directly appointed for flight training under Public Law 729.

6. Officers commissioned from the NavCAD program.

7. Officers to be commissioned from Officer Candidate School.

Will be released upon request after completion of three years' active commissioned service — Regular or Reserve.

Will be released upon request on completion of 24 months' active service after completion of flight training.

Will be released upon request at expiration of contract.

Will be released upon request upon completion of three years' active duty after commissioned.

*The term "veteran" is defined in the accompanying article.

Legislation has specified a procedure for the ordering to active service of Medical and Dental Reserve officers which differs from that for line and other staff corps Reserve officers. Medical and Dental Reserve officers must, therefore, meet the following active duty service requirements to be eligible for release:

CATEGORY

1. Those who were participants in either the V-12 or ASTP programs in medical or dental school or who were deferred to pursue their education in medical or dental school and who performed less than 90 days' active service subsequent to the completion of or release from the program.

2. Those who were participants in either the V-12 or ASTP programs in medical or dental school or who were deferred to pursue their education in medical or dental school and who performed more than 90 days' but less than 24 months' active service subsequent to the completion of or release from the program.

3. Those not included in category (1) or (2) above, who did not perform active service subsequent to 16 Sept 1940.

4. Those not included in category (1) or (2) above who performed active service of 12 months during the period from 7 Dec 1941 to 2 Sept 1945.

5. Those not included in category (1) or (2) above who performed active service less than 12 months during the period from 7 Dec 1941 to 2 Sept 1945.

6. Those performing active service under Medical or Dental contracts.

STATUS

Must serve a period of 24 months on current tour of duty, exclusive of internship, dependent upon needs of the service.

A period of 12 to 24 months on current tour of duty, exclusive of internship, dependent upon needs of the service.

A period of 24 months on current tour of duty, dependent upon needs of the service.

A period of 12 to 17 months on current tour of duty, dependent upon needs of the service.

A period of 12 to 24 months on current tour of duty, dependent upon needs of the service.

The period specified by the terms of the contract unless required to serve a longer period by virtue of coming under category (1) or (2) above.

Lighter Shade Approved For Navy Khaki Uniform

A lighter shade of khaki for Navy service dress uniforms has been approved as regulation.

The new shade is the same as that used in Marine Corps khaki uniforms, according to BuPers Circ. Ltr. 104-51 (NDB, 15 June 1951).

Uniforms of the previous darker regulation shade of khaki may continue to be worn until no longer serviceable.

Uniform of Marine Corps Changed; Jacket Replaced

Marines will soon be wearing redesigned uniforms, from boots to scarves.

A new mahogany-dyed field boot, which will take the place of the present field shoe and leggings, will be 10½ inches high, fully laced. Limited quantities are expected to be available this fall.

The flannel muffler will be replaced by a warmer wool knitted scarf of Marine Corps green. Cotton khaki shirts are being redesigned to conform with the specifications of the tropical worsted shirts. They will be of the newly-adopted M1 shade.

The new service uniform abolishes the British battle-type jacket—sometimes called the "Ike" jacket—and reinstates the older coat-style blouse. The enlisted man's service coat will be single-breasted, belted, with a two-piece back. It will be made of 16-ounce kersey, a material similar to wool broadcloth. Officers' winter and summer service coats or blouses will be made of any cloth of adopted standards.

The khaki summer jacket has been deleted from the standard uniform issue but may still be worn in garrison and on liberty, at the discretion of commanding officers.

Marine officers' service uniforms, constructed with the four-piece back, will continue to be sold until 30 June 1952. Officers may continue to wear these uniforms, however, until such time as replacement is necessary. The old-type jackets may be worn until 30 June 1956, at which time they will be classified "obsolete".

How You or Your Survivors May Be Eligible for Social Security Benefits

Did you know that if you served on active duty during World War II you or your survivors might be eligible for Social Security benefits?

These Social Security benefits would be payable, providing you meet all the requirements, either to you at the age of 65 on a monthly basis, as a regular retirement benefit, or they would be paid to your survivors. The survivors' benefits include both monthly payments and lump sum payments. The Navy has called the attention of all ships and stations to these benefits in BuPers Circ. Ltr. 45-51 (NDB, 31 Mar 1951).

Most Navy personnel are hazy on the subject of what these Social Security benefits are. Briefly they are old age retirement and survivors' benefits payable under the Federal Old Age and Survivors Insurance System of the Social Security Act. They are generally payable to civilians who contribute a part of their regular pay checks for the right to receive these benefits.

However, servicemen or veterans who meet the requirements may be eligible for these Social Security benefits either for themselves or their



"... and the term 'living out of a seabag' doesn't mean ..."

survivors on the basis of their active service during World War II alone, without ever having contributed part of their pay to Social Security. Or, service personnel may be eligible through a combination of credits built up in civilian employment covered by Social Security plus World War II service.

The World War II service which counts toward Social Security accreditation, is considered to include all active service performed anytime between 16 Sept 1940 and 24 July 1947, inclusive.

Several factors will determine a serviceman's or veteran's eligibility for Social Security benefits. These factors include the length of his active wartime service, his age, or the time of his death—in those cases where survivors' benefits are involved.

This is how your World War II service counts towards Social Security benefits:

For each month of active service (or each part of a month) you are considered to have earned \$160 under the Social Security system. The amount of your retirement or survivors' benefits depends, of course, on the total amount of accreted "wages" which you have accumulated under the program.

If you have served in World War II you should check on the possibility of future Social Security benefits payable to you or your survivors. Remember, however, that you must meet certain conditions in addition to World War II service. The following points will illustrate some of

the requirements especially applicable to service personnel.

- The only service personnel who are eligible for the Social Security retirement benefits *solely on the basis of World War II service* are those who have been born on or before 31 Dec 1900. This will be explained later.

- However, if in addition to your World War II service you have earned or will have earned *additional Social Security credits from civilian employment*, then you may be eligible if you were born *after 1900*. In such cases your eligibility will be determined by the amount of Social Security credits you will have accumulated by all means, including civilian employment and World War II active service.

- Next, in order for a serviceman to accumulate benefits for his survivors under Social Security *solely* on the basis of World War II service, the serviceman's death must occur or must have occurred sometime between 16 Sept 1940 and 31 Dec 1965. Even if the serviceman dies between these dates his survivors are not automatically eligible to receive the benefits, unless the serviceman concerned has served the required period of time in World War II, which varies according to the date of his death or the date of his separation from the service. A serviceman who dies after 31 Dec 1965 may still be covered for Social Security benefits to his survivors if he has sufficient civilian employment.

Here are the service requirements which a serviceman or veteran must fill before any of his active service may be applied to S.S. benefits.

1. He must have either been discharged or separated from the service under conditions other than dishonorable (or have died in honorable active service).

2. He must have had at least 90 days of active service or have been discharged because of disability incurred in or aggravated by active service. (If a serviceman died while in active service his survivors may benefit even if he did not have 90 days' active service, provided he also had some coverage in civilian employment under Social Security.)

3. In addition, with the excep-

Carrier's Pilots Develop

Tunnel Busting Technique

"Fly low, make your approach, scrape the bomb off the plane, climb like mad." In the words of one dive bomber pilot of USS *Princeton* (CV 37), that is the technique of the carrier's "Tunnel Busters."

"Slide" bombing 1,000 and 2,000-pound bombs through the tunnels' mouths, this group has worked over 14 railway tunnels. A contributing factor to the success of these raids has been the long-delay fuses on the bombs.

Nine locomotives, an unestimated number of rail cars, and a large quantity of Communist supplies have been destroyed in these attacks. The enemy made use of these tunnels as hiding places, but *Princeton* fliers are altering that practice. In three days eight trains were blasted from their hiding places.

tions noted below, he must fulfill the requirements of Tables I or II at the end of this article

Survivors Benefits

Survivors benefits are earned by one of two methods under Social Security. It is important to know them both, since a serviceman may meet the requirements under one method and may not qualify under the other method.

- First, if a serviceman who served in World War II is separated from the service any time before 26 July 1951, and dies or has died within three years from the date of his separation, then his survivors are entitled to Social Security survivors benefits, providing he has served for 90 days during World War II.

Note the conditions under this first method: the serviceman *must* have died within three years of separation from the service and separation *must* be before 26 July 1951.

This particular benefit will be of interest to many widows and families of deceased service personnel who are not now aware of these rights. If you have friends who are legally dependent survivors of servicemen who are now dead, pass the word to them to investigate their eligibility for Social Security survivors benefits.

This first method is applicable *even if a serviceman does not meet the requirements listed in the two tables on the following pages*, but survivors are barred from this benefit if they are receiving a compensation or benefit from the Veterans Administration.

- The second method of accumulating benefits for your survivors under Social Security occurs if a serviceman has earned a sufficient number of credits as determined either by the *length of his active World War II service*, or by civilian employment creditable under Social Security, or a combination of both.

This second method is complicated and rather hard to understand. Individual service personnel can only determine if they are eligible by referring to the two tables on the following pages.

If you study these tables you will see that the eligibility requirement for survivors benefits varies in each case, and eligibility is dependent on two things: first, the date of death,

These Two 'Aircraft' Definitely Are for the Birds

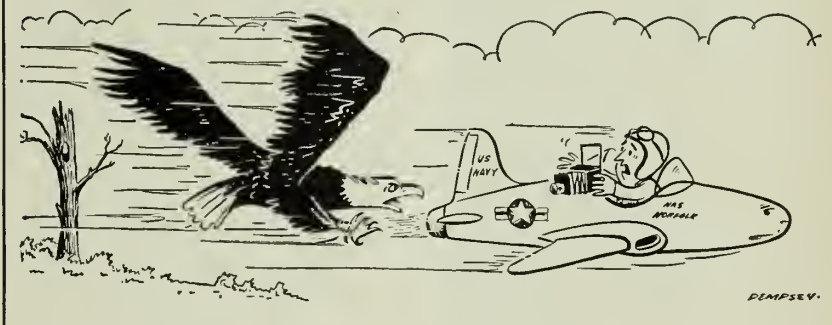
Along with its F2Hs and F9Fs, the Naval Air Station at Norfolk, Va., boasts a couple of ABEs.

For those who didn't know, ABEs—like F2Hs and F9Fs—can fly; but not so fast, and they're quieter about it. They burn very low-octane fuel, and are capable of pilotless flight without benefit of electronics. Frankly and briefly, the ABEs are birds; eagles—American Bald Eagles.

Existence of the pair was first discovered when sailors were detailed to chop down all the dead trees around the station. Shortly, a worried Navy woodsman returned to report that in one particular

dead tree there dwelt two large birds. "They look," he said, "as if they don't want their tree cut down." In fact, he reported, one of the big birds was flying combat patrol and both gave the impression that they'd be good at power dives.

No one around NAS Norfolk pays much attention any more when *Panthers* and *Banshees* screech across the sky. But when the "Eagles" take off, everyone is interested. Their landing field is still there, and visitors keep their distance. Even photographers, a notoriously daring lot, stay so far away that they have to use a telephoto lens to get pix of the ABEs.



and secondly, the amount of World War II service or other creditable Social Security civilian employment.

In these tables active service or employment is divided into three-month quarterly periods, and personnel are considered to have earned such-and-such a number of "quarters" of credits.

Service personnel who have had no civilian employment which is covered by Social Security, and who expect that only World War II service will establish their eligibility for benefits for their survivors, should note that eligibility is contingent on the fact that the serviceman's death must occur sometime between 16 Sept 1940 and 31 Dec 1965. Even if death occurs between these dates, the serviceman must have earned the required credits to be eligible, as listed in the two tables.

Another point of importance under this second method concerns *dual eligibility* for benefits:

Social Security benefits will *not* be payable to survivors if there are

other benefits receivable by the serviceman or his survivors which are *based on the same period of World War II service and payable under the retirement systems of the Army, Navy, Civil Service or any other Federal retirement systems.*

For example, under the second method a survivor would not be eligible for survivor benefits under Social Security if the serviceman before his death was receiving non-disability retirement pay for naval service, including World War II service.

However, a serviceman's retirement for physical disability does *not* make his survivor ineligible for survivor benefits under the Social Security set up.

Furthermore, under this second method, a survivor may receive compensation or pension from the Veterans Administration and at the same time receive survivors benefits under Social Security. This last point is stressed because there are a large number of servicemen's families who—although they don't know it—are or



will be eligible for both VA and Social Security benefits.

Retirement Benefits

In addition to survivors benefits, the law provides that *service personnel may be eligible for monthly retirement benefits upon reaching the age of 65, on the basis of their World War II service.* This benefit may be of importance to naval personnel who do not otherwise qualify for retirement.

The dual eligibility factor enters again in the subject of retirement benefits: Social Security retirement based on World War II service can *not* be paid concurrently with other retirement benefits payable by the armed services or the Federal government which are based on the same World War II service.

However, retirement for disability under service or federal programs probably is not a bar to entitlement of Social Security retirement. This particular point has not yet been definitely established.

Which servicemen are eligible for retirement under Social Security? How much will they receive in monthly retirement benefits?

These retirement benefits are payable only after the qualified serviceman or veteran reaches the age of 65. Factors in determining eligibility are the date you reach 65 plus the number of credits you have accumulated as of this date. The credits are determined by the number of three-month quarterly periods served in World War II plus any civilian employment covered by S.S.

Table II shows that the number of "calendar quarters" which are required increases, depending on the day you reach 65.

If you expect that your eligibility

to Social Security retirement benefits will be based *solely* on World War II service, then you can see by the table that you must reach the age of 65 by 31 Dec 1965. In other words, you must have been born before 31 Dec 1900, as was stated earlier in this article, to qualify by virtue of war service. If in addition you have had *civilian employment during which you contributed part of your pay to Social Security* your date of birth may of course be later than 1900.

The purpose of the foregoing paragraphs has been to cover only the main points of the Social Security program as they apply to service personnel. When it comes to determining individual eligibility and the ex-

Plane's Maintenance Men Honored by Unique Award

Marine plane captains attached to the "Devilcat" squadron are now getting more than just a friendly whack on the back for a job well done.

A unique award, named the "Silver Throttle," has been designed to give tangible evidence of appreciation to the maintenance man. The award is presented monthly to the plane captain whose aircraft was in operation the most during the month.

First to receive the maintenance "Oscar" was Sgt. William Leoni, USMC, a plane captain. Sharing honors with him was Cpl. Charles C. Smith, USMC, first mechanic.

The "Silver Throttle" idea originated during combat operations in Korea.

tent of benefits, you should go to a Social Security field office to get the answer to your questions. Such questions cannot be answered here because the conditions differ in each case. In determining your eligibility, the Social Security field office must know whether you are "currently" or "fully" or "fully and currently" insured. If an individual fulfills the requirements of Tables I and II he generally is considered "fully" insured. The question of being "currently" insured does not ordinarily arise in the case of service personnel whose only Social Security credits are based on World War II service.

How do Social Security benefits work? Here are two examples:

- John Brown will attain the age of 65 on 7 July 1952. He has served in the Navy from 2 Sept 1940 to 1 Sept 1949. He has not been in civilian employment covered by Social Security prior to the time he reaches the age of 65. Under the law he is not entitled to retirement benefits from the Navy, and so the Social Security retirement check each month will be very welcome. John Brown is credited with wages of \$160 per month for each month of World War II service (up to 25 July 1947). His wage record is credited as follows: during the covered period from 1940 to 1947 he is credited with a "covered" wage of \$13,280. Under conversion tables this result is an average monthly wage of \$89 to be used as a basis for computing maximum family benefits. Brown, his wife, and two children would be entitled to benefits amounting to about \$71 a month.

- The following is a sample of survivors benefits: Joe Green's retirement benefit under Social Security, as based on his World War II service (see above example) would have amounted to \$40 a month. However, he died before he could enjoy this benefit, but his family can still draw survivors benefits. Green's widow would be entitled to a monthly payment of \$30, based on the retirement benefits to which he was eligible. But they have a dependent child under the age of 18. Therefore this child will receive \$30, and the total monthly payment to Green's family will be \$60.

Survivors benefits work in this

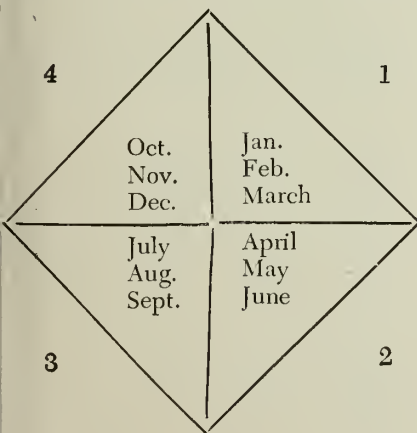
way: The maximum amount any family can receive is \$150, and in no case may the family receive more than 80 per cent of the average monthly wage used in the computation of the serviceman's benefit. The widow's benefit is equal to three-fourths of the workers benefit. Each child benefit is equal to one-half of the worker's benefit plus an additional one-fourth divided among the children. If there is only one child, this child's benefit would therefore actually amount to three-fourths of the worker's benefit.

Where do you go to find out about Social Security benefits? Servicemen or their survivors may go to the nearest Social Security field office, the address of which may be obtained from local telephone directory. There is one of these field offices in practically every large community.

After reading this article and studying the accompanying tables, if you think you or your survivors are eligible for Social Security benefits, it is suggested that you contact the nearest field office to determine definitely your eligibility. To prevent any loss of survivors' benefits, a survivor should submit a claim as soon as possible after death of the serviceman or veteran.

Before you can understand the two tables on these pages, you should know how to figure out a "calendar quarter." Here's what it is:

- A three-month period starting
- 1 Jan through 31 March



Each Year Is Divided Into Four Calendar Quarters

- 1 April through 30 June
- 1 July through 30 September
- 1 October through 31 December

Service during any portion of the quarter results in credit for the entire quarter. (However, wage credits of \$160 are only applicable to those months in an incomplete quarter during which there was active service.)

TABLE I
(Survivors' Benefits Only)

This table shows the number of calendar quarters required to establish eligibility where the death of a serviceman occurred either in or out of the service between 1 Sept 1940 and 31 Aug 1950. The calendar quarters which may be counted are the number of three-month periods served on active duty during World War II plus quarters of civilian employment covered by S.S.

Period during which death occurred	No. of required calendar quarters
16 Sept through Dec 1940	7 quarters
January through June 1941	8 "
July through December 1941	9 "
January through June 1942	10 "
July through December 1942	11 "
January through June 1943	12 "
July through December 1943	13 "
January through June 1944	14 "
July through December 1944	15 "
January through June 1945	16 "
July through December 1945	17 "
January through June 1946	18 "
July through December 1946	19 "
January through June 1947	20 "
July through December 1947	21 "
January through June 1948	22 "
July through December 1948	23 "
January through June 1949	24 "
July through December 1949	25 "
January through June 1950	26 "
July through 31 Aug 1950	27 "

TABLE II
(Old Age Retirement Or Survivors' Benefits)

This table shows the number of calendar quarters required to establish

eligibility for retirement benefits at the age of 65 or survivors' benefits when death of the serviceman occurs either in or out of the service on or after 1 Sept 1950. The calendar quarters which may be counted are the number of three-month periods served on active duty during World War II plus the number of quarters, if any, of civilian employment covered by Social Security.

Period during which serviceman dies or reaches age 65	No. of required calendar quarters
1 Sept 1950 through June 1954	6 quarters
July 1954 through December 1954	7 "
January through June 1955	8 "
July through December 1955	9 "
January through June 1956	10 "
July through December 1956	11 "
January through June 1957	12 "
July through December 1957	13 "
January through June 1958	14 "
July through December 1958	15 "
January through June 1959	16 "
July through December 1959	17 "
January through June 1960	18 "
July through December 1960	19 "
January through June 1961	20 "
July through December 1961	21 "
January through June 1962	22 "
July through December 1962	23 "
January through June 1963	24 "
July through December 1963	25 "
January through June 1964	26 "
July through December 1964	27 "
January through June 1965	28 "
July through December 1965	29 "

Servicemen who reach the age of 65 or who die after 31 Dec 1965 may still be entitled to Social Security benefits, but only if they have sufficient additional credit through civilian employment covered by Social Security. World War II service credits alone will not provide insurance protection under the Social Security Act after 31 Dec 1965 since the maximum possible coverage for such service is 29 quarters.

Sixth Annual Competition For NROTC Scholarships For Enlisted Personnel

Qualified enlisted personnel of the Navy or Marine Corps may now apply for the sixth annual service-wide competition for NROTC scholarships.

The regular NROTC program provides for a maximum of four years of Navy-subsidized education at one of 52 NROTC colleges and universities in the country. The government pays tuition, cost of textbooks, laboratory and other fees, and furnishes the necessary uniforms. NROTC midshipmen also receive monthly retainer pay of \$50.

Enlisted personnel who wish to apply for these scholarships—which become effective at the beginning of the 1952 fall college term—should contact their executive or educational officer immediately. Applications for participating in the Navy College Aptitude Test—the first step in the NROTC competition—must be forwarded to BuPers by 15 Oct 1951.

Successful candidates will be appointed midshipmen, USNR, upon enrollment. While in college they may pursue any curriculum leading to a bachelor's—or higher—degree, except in pre-medicine, medicine, pre-dental, dentistry, pre-veterinary, veterinary medicine, pre-theological, theology, pharmacy, music and art. Courses must include 24 semester hours—or the equivalent number of quarter hours—of naval science. In addition, students must complete mathematics through trigonometry and one year of college physics by the end of their sophomore year.

An enlisted candidate must be a U.S. citizen, on active duty in a Regular or Reserve component of the Navy or Marine Corps. He should be over 17 but should not have passed his 21st birthday by 1 July 1952. He must be unmarried, never have been married, and agree to remain single until commissioned. He must be a high school graduate or have passed the high school level general educational development test and meet the general physical qualifications for midshipmen.

Candidates must agree to complete such naval science courses and drills as may be required, to



Troy Cummings, AD3, USN

"He called me sir!"

make three summer cruises, to accept a commission in the Regular Navy or Marine Corps if offered and to serve on active duty for at least two years, if required, and to serve a total of at least six years in an active or inactive status from the date of rank stated in their original commissions.

Additional details of this program is contained in a BuPers-MarCorps-Joint Letter, (NDB, 31 May 1950).

Nearly Half of New Class At Academy Are Ex-Enlisted

Nearly one-half of the 800 midshipmen in this year's entering class at U.S. Naval Academy are former enlisted men of the Navy and Marine Corps and their Reserve components.

The full strength of the new class of "plebes" is expected to be about 1,100 when the September term begins.

Applications for enrollment in the next class of midshipmen (class of 1956 entering USNA in July 1952) are being accepted from qualified enlisted personnel on active duty. No deadline date as yet has been established for applications from enlisted men of the Navy and Marine Corps and their Reserves for next year's class.

When the plebes complete their summer indoctrination early in September, they join the Brigade of Midshipmen, making it over 3,800 strong, the largest in the Naval Academy's history.

Three Quotas of Enlisted Reservists Get Orders to Active Duty by December

In line with the Chief of Naval Operations' reiteration that the Navy's current expansion program will not be greatly affected by the outcome of the Korean conflict and in line with previously announced plans, BuPers to date has directed naval district commanders to order three quotas of enlisted Reservists into active duty during the first half of fiscal year 1952.

Non-rated Reservists—those in pay grades E1 and E2—are to be ordered into active service at the rate of approximately 3,000 per month. This quota is to be met by volunteers and, as necessary, by the involuntary ordering into active duty of Organized and Volunteer Reservists, in approximately equal proportions, for that part not filled by volunteers.

Those ordered *involuntarily* will

Small-Scale Gold Rush Is Near 38th in Korea

"Forty-niners on the 38th"—that's the role played by some off-duty marines in Korea.

Rumor had been circulating around a Marine command post north of the little Korean town of Chaunni, just south of the 38th parallel, that this was "gold country."

One leatherneck confirmed it when he found a tiny gold shaving in a nearby creek. When an extended lull developed in that area the gold rush was on. Only one more tiny sliver of gold was found by the pan-manning marines that day, however.

Some of the marines were still skeptical of the gold strike. But they were encouraged by a Korean waif who pointed to a marine's gold class ring and then pointed to the surrounding hills and creek bed.

The future in gold continued to look promising. The marines were advancing into an area where the Chinese Communists had abandoned a gold mine, and the marines were planning some small scale prospecting to keep them occupied in their free time.

include only Reservists who:

- Have no dependents.
- Are not students in high school.
- Are not under the minimum age for induction set by the Selective Service Act — currently 18½ years.
- Have had less than six months' prior active Navy or Coast Guard duty other than in connection with the Naval Reserve program.

- Have had less than 90 days' active duty prior to 24 June 1948.

All non-rated personnel ordered to active duty to meet this quota are required to have at least 24 months' obligated service.

Six thousand petty officers—members of the Fleet Reserve, organized Reserve and Volunteer Reserve—are also being ordered to active duty during the months of September-December. This is in accord with the policy of ordering 1,000 such Reservists monthly.

A group of 3,000 enlisted Reservists made up the quota for the first quarter of fiscal 1952. It included the following:

- Chief, first, second and third class petty officers in the ratings of fire control technician, fire controlman, personnel man, ship's serviceman, interior communications electrician and dental technician.
- Chief, first and second class quartermasters, radarmen, sonarmen and electrician's mates.
- First, second and third class boilermen.
- First and second class gunner's mates, machinist's mates, pipe fitters and damage controlmen.

During the second quarter of fiscal 1952 (October through December 1951) 3,000 petty officers in the following ratings will be ordered to active duty:

- Chief, first, second and third class fire controlmen, machinery repairmen, dental technicians.
- Chief, first and second class quartermasters, personnel men, aviation electrician's mates.
- First, second and third class ship's servicemen.
- First and second class gunner's mates, radiomen, yeomen, disbursing clerks, photographer's mates, boilermen, hospital corpsmen.
- Second class radarmen.

Petty officer quotas for the second half of fiscal year 1952 will be announced at a later date.

Fita Fitas Put On Shoes, Join the Regular Navy

After 50 years of existence, the Fita Fita Guard of Samoa has been disbanded. With the administration of American Samoa turned over to the Department of Interior by the Navy Department, all naval activities in that area have been discontinued, including the colorful guard and its band.

Practically the entire body of the guard and band, taking advantage of enlistment privileges drawn up for their special case, enlisted in the Regular Navy. Eleven of the older men who qualified by length of service were transferred to the Fleet Reserve.

The Samoan sailors are now wearing the regulation Navy uniform instead of the colorful dress of the Fita Fita Guard. That uniform consisted of a red turban, white undershirt and the white sarong-type skirt known as the lava lava. They wore no shoes for drills, parades or ceremonies.

The Fita Fita Guard came into being 6 July 1900, when the Commandant of Naval Station, Tutuila, Samoa, requested the Chief of the Bureau of Navigation to permit him to enlist 50 Samoan natives as landsmen in the Navy. *Fita Fita*, Samoan for *brave*, was chosen as the name of the group.

The Polynesian sailors formed a useful police body, and acted as guards, prison keepers, interpreters, orderlies and messengers. A USMC

staff sergeant was the unit's commanding officer. His assistant was a Samoan chief boatswain's mate.

A Regular Navy chief bandmaster was instructor and leader of the band of 11 musicians. All other members of the Fita Fitas were either seamen, boatswain's mates, gunner's mates, carpenter's mates, machinist's mates, yeomen, radiomen ship's cooks, pharmacist's mates, cooks or stewards.

Because of the small size of the Fita Fita Guard and Band—its peak strength was 131 men—only a limited number could enlist in the group. The men enlisted to serve only in American Samoa.

The 98 who recently chose to join the Regular Navy rather than return to civilian life were enlisted under unique provisions. Those with between 16 and 20 years service were enlisted for general service in the Regular Navy in the rating held in the Fita Fitas.

Those with less than 16 years service were enlisted for general service, but under more detailed conditions. They had to be fully qualified for a general service rating, which may have been the same or a lower rate within the rating held in the Fita Fitas or the same or a lower rate in another rating for which qualified.

In general, the ex-Fita Fitas are being assigned duty in the area they know best—the Central Pacific.

4 Correspondence Courses Open at Naval War College

Correspondence courses in logistics, strategy and tactics, international law and advanced international law are available to officer personnel from the Naval War College.

The courses are designed to assist officers in preparing themselves for the exercise of command. They also provide the necessary fundamental knowledge and background for officers who may later attend resident schools.

The first three courses named are credited with 36 points toward promotion and retirement of USNR officers. The course in advanced international law has a value of 24 pro-

motion—and also retirement—points

Enrollment is open to officers of the Regular Navy, Marine Corps, Coast Guard and their Reserve components—whether on active or inactive duty—of the grade of lieutenant (j.g.) or first lieutenant and above.

Complete information on these courses may be obtained by writing the Department of Correspondence Courses, Naval War College, Newport, R. I.

Officers may apply at any time by letter to the President, Naval War College—usually through their commanding officer or district commandant. Further details on the submission of applications are contained in BuPers Circ. Ltr. 116-51 (NDB, 31 July 1951).

HOW DID IT START

Knock Off

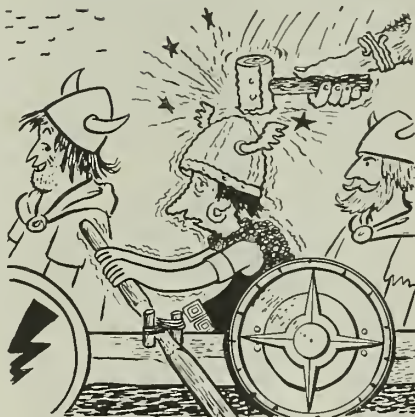
The phrase "knock off," like hundreds of other expressions in common use ashore, had its origin at sea.

Today, "knock off" has many implications. Colloquially it can mean to do something quickly or hastily, such as to knock off (knock out) a few letters, or to cease doing something, especially to stop working. As a slang term, it is used in the sense of deducting from something (to knock off an amount from the price of something), or, with a somewhat different meaning, to do away with or remove (kill or murder).

As a naval expression, to "knock off" generally means to stop work or go off duty; the nautical opposite of "turn to." To "knock it off" infers that the person or persons addressed should cease whatever they are doing at the time; particularly whistling, singing, conversing loudly, arguing, skylarking, etc.

Our word "knock" derives from the Anglo-Saxon "cnocian" or "cnucian," and Middle English "knokken" or "knoken" and Old Norse "knoka."

The expression "knock off" is believed



to have come from the ancient slave-galley custom of having a man rap on a block of wood or slab of stone with a heavy mallet to set the beat for the oarsmen, much as the present day coxswain in a racing shell calls out the tempo of the stroke. When the "knocker" stopped, it was a signal for the slaves to rest on their oars, or, as we say, to "knock off" rowing.

An Index of Information On Housing Conditions

During the past year ALL HANDS has published a number of articles describing housing conditions at home and abroad.

Additional reports on housing are welcomed from naval activities and will be published as received.

To be of greatest help to enlisted personnel who may be assigned there, each activity should include these main points in its report: the cost range of available housing units, the location of such housing, the type of housing and the length of time you must spend on a waiting list.

Following is an index of ALL HANDS articles on housing, by naval district and overseas activities:

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Latest Movies Available From Navy Exchange Are Listed for Convenience

The latest list of 16-mm. film available from the Navy Motion Picture Exchange, Brooklyn, N. Y., is listed below. For the convenience of personnel drawing the films, program number follows the title of each picture.

Extreme Housing Shortage In Bainbridge, Md., Area

An extreme housing shortage has arisen in the Bainbridge, Md., area, where the Navy has reestablished a recruit training center and carries on other training programs.

Personnel ordered to this activity are urged not to bring their dependents until they can make arrangements for housing them. Prospects of finding such housing in the immediate area are currently very poor.

In the vicinity of Bainbridge are six housing projects operated by the Public Housing Administration, one each located at Edgewood, Havre de Grace, and Elkton, and three projects at Aberdeen, Md. These, however, must serve the needs of personnel attached to Army installations at the Aberdeen Proving Ground and the Army Chemical Center, as well as the naval facilities at Bainbridge. The nearest of these projects is nine miles away, and the farthest is 15 miles from Bainbridge, and there are long waiting lists at each project. Naval personnel are currently being accepted on the waiting list for the Elkton project only.

Port Deposit, with a population of around 500, is the nearest community. Housing facilities in this and other small communities nearby are extremely scarce, being available in only isolated cases. The nearest large cities are Baltimore, Md., and Wilmington, Del., each of which is approximately 30 miles distant.

A defense housing project of approximately 325 units is located on the Bainbridge station but there is a long waiting list for these units.

turc. Pictures in technicolor are designated by (T). Distribution of this list began in July.

ALL HANDS will carry new listings from time to time of motion pictures obtainable from the Navy Motion Picture Exchange.

Royal Wedding (647) (T): Musical; Fred Astaire, Jane Powell.

The Fighting Coast Guard (648): Drama; Brian Donlevy, Forrest Tucker.

The Prowler (649): Melodrama; Van Heflin, Evelyn Keyes.

Bull Fighter and The Lady (650): Drama; Robert Stack, Joy Page.

I Was a Communist for the FBI (651): Melodrama; Frank Lovejoy, Dorothy Hart.

The Lemon Drop Kid (652): Comedy; Bob Hope, Marilyn Maxwell.

Santa Fe (653): Western; Randolph Scott, Janis Carter.

The Great Caruso (654) (T): Musical; Mario Lanza, Ann Blyth.

Quebec (655) (T): Drama; John Barrymore, Jr., Corine Calvert.

First Legion (656): Drama; Charles Boyer, Lyle Bettger.

Francis Goes to the Races (657): Comedy; Donald O'Connor, Piper Laurie.

Three Steps North (658): Drama; Lloyd Bridges, Leo Padavoni.

No Questions Asked (659): Crime Melodrama; Barry Sullivan, Arlene Dahl.

Dear Brat (660): Comedy; Mona Freeman, Edward Arnold.

My Forbidden Past (661): Melodrama; Robert Mitchum, Ava Gardner.

As Young as You Feel (662): Comedy; Monty Woolley, Jean Peters.

Smugglers Island (663): Drama; Evelyn Keyes, Jeff Chandler.

Tarzan's Peril (664): Adventure; Lex Barker, Virginia Huston.

Pier 23 (665): Melodrama; Hugh Beaumont, Ann Savage.

Pharmacist's Mate (666): Melodrama; Brian Donlevy, Gene Raymond.

When the Redskins Rode (667): Western; John Hall, Mary Castle.

The Hollywood Story (668): Mystery; Richard Conte, Julia Adams.

Footlight Varieties (669): Musical; Jack Parr, Red Buttons.

Inside the Walls of Folsom Prison (670): Drama; David Brian, Steve Cochran.

Strangers on a Train (671): Comedy melodrama; Farley Granger, Ruth Roman.

Night Into Morning (672): Drama; Ray Milland, Nancy Davis.

Sirocco (673): Melodrama; Humphrey Bogart, Marta Toren.

Apache Drums (674): Western; Coleen Gray, Stephen McNally.

That's My Boy (675): Comedy; Dean Martin, Jerry Lewis.

244 Warrant Officers With More Than 3 Years' Service Named As Temporary CWOs

A total of 244 warrant officers—of the Regular Navy and Naval Reserve on active duty—have been given temporary appointments as commissioned warrant officers and assigned to pay grade W-2, according to BuPers Circ. Ltr. 118-51 (NDB, 31 July 1951).

Warrant officers with three or more years in service under their current appointment through 30 June 1951 were considered by the selection board.

The appointments, to date from 15 July 1951, will be effected under the provisions of BuPers Circ. Ltr. 108-51 (NDB, 15 July 1951).

Permanent warrant officers who have been included in the authorization for advancement to the temporary grade of CWO after three years' service in grade will still be considered for permanent promotion when they complete six years in grade. This six-year program, announced by BuPers Circ. Ltr. 201-50 (NDB, July-December 1950) and mentioned in ALL HANDS, February 1951, pp. 4-5, will be carried out at the proper time to effect their permanent promotion.

Complete details on promotion of warrants to CWO and for advancement in pay grades are contained in ALL HANDS, July 1951, pp. 48-49.

QUIZ ANSWERS

Quiz Aweigh is on page 7

- (a) Cat's paw. Used for clapping a tackle on a line, this hitch is very convenient and secure, and assumes a hold for a steady pull.
- (c) Blackwall hitch. Used to secure a line to the hook of a block. Generally it is better to form a bowline, unless the end is very short; then the blackwall may be used.
- (b) Nun buoy. Specifically, a tall nun, as compared with a plain nun or special nun. All three vary slightly in shape.
- (a) Can buoy. Specifically, a tall can, as compared with plain can or special can buoys which differ somewhat in shape.
- (b) Aerology chart.
- (c) Isobars.

Summary on Reenlistments and Extensions for Both Regulars and Reservists

The latest information on reenlistment and voluntary extensions of enlistment of Regular Navy and active duty is contained in BuPers Circ. Ltr. 84-51 (NDB, 31 May 1951).

There are two important changes in regulations governing reenlistments and extensions of enlistments.

- Naval Reservists on active duty are authorized to extend their enlistments for periods of one, two, three or four years under the same conditions as for the Regular Navy.

- Naval Reservists on active duty who extend their enlistments for two, three or four years are entitled to travel allowance.

Here is the complete summary on extensions and reenlistments for both Regulars and Reservists in an active duty status.

Reenlistments—Discharge and immediate reenlistment in the Regular Navy of USN and USNR personnel on



"A table near the water, please."

extended active duty is authorized for periods of four or six years.

Reservists serving on extended active duty who so choose may be discharged and reenlisted in the Naval Reserve. The dates of reenlistment in the above instances may

be effected either on the normal date the current enlistment expires or at any time during the course of the 12 months' involuntary extension.

Discharges effected in the above cases shall be for reason of expiration of enlistment. Reservists discharged and reenlisted in the Naval Reserve will continue on active duty for a minimum of one year after reenlistment or until released by the Chief of Naval Personnel.

Regulars and Reservists discharged and reenlisting in the Regular Navy are entitled to reenlistment bonus or reenlistment allowance, travel allowance and lump sum payment for unused leave.

Reservists discharged and reenlisting in the Naval Reserve are entitled to travel allowance and lump sum payment for unused leave, but not to reenlistment bonus or reenlistment allowance.

Extensions of Enlistments—A Regular or Reservist serving on extended active duty may execute an agreement to extend enlistment either prior to normal date of expiration of enlistment or at any time during the course of the 12 months' involuntary extension. The extension of enlistment may be accomplished on page 1A of service record or form NavPers 604 and becomes effective as follows:

- When the agreement is executed during the course of the 12 months' involuntary extension, your voluntary extension starts the day after execution of the agreement to extend enlistment.

- When the agreement to extend is executed before the normal date your enlistment would expire, you would be considered as starting your voluntary extension on the day following completion of your regular term of enlistment.

The periods of extension authorized for Regular Navy personnel—that is, for one, two, three or four years—are also applicable to Reservists on extended active duty under the same conditions. However, extensions or reextensions may not total more than four years in any single enlistment.

Regular Navy personnel who voluntarily extend their enlistment for two or more years are entitled to

Payments Listed for Extensions or Shipping Over

In the table below, travel allowance for Reservists is payable to either (a) place of entry into the service, or (b) home of record, at the option of the individual. "Place of entry into the service" is defined as place of acceptance for last en-

listment in the Naval Reserve. "Home of record" is defined as the home of the individual when ordered into the relevant tour of active duty.

Payments authorized are summarized as follows:

	Term	Reen. Bonus or Allowance	Travel Allowance	Lump Sum for Leave
REENLISTMENTS				
USN to USN	4-6 years	Yes	Yes	Yes
USNR to USN either at expiration of enlistment or during involuntary extension.	4-6 years	Yes ¹	Yes	Yes
USNR to USN prior to expiration of USNR enlistment	4-6 years	Yes ¹	No	No
USNR to USNR	4-6 years	No	Yes	Yes
EXTENSIONS OF ENLISTMENTS				
USN	1 year	No	No	No
USN	2-3 or 4 yrs.	Yes	Yes ²	No
USNR	1 year	No	No	No
USNR	2-3 or 4 yrs.	No	Yes ²	No

Notes: 1. Payable only if discharged from extended active duty of one year or more in the Naval Reserve. 2. Payable only on first extension.

travel allowance and reenlistment bonus or reenlistment allowance, but they are not entitled to lump sum payment for unused leave.

Reservists on extended active duty who voluntarily extend their enlistment for two or more years are entitled to payment of travel allowance.

Early Reenlistment—Reservists on extended active duty who enlist or reenlist in the Regular Navy prior to the normal date of expiration of their enlistment (as distinguished from those who reenlist on or after the date of their normal expiration of enlistment) are entitled to payment of reenlistment bonus or reenlistment allowance. They are not, however, entitled to travel allowance or lump sum payment for unused leave.

Eligibility requirements and the rates in which Naval Reserve personnel will be enlisted in the Regular Navy as contained in BuPers Circ. Ltr 84-51 (NDB, 15 Mar 1951), are equally applicable regardless of whether the date of discharge from the Naval Reserve is before or after the date of expiration of enlistment.

Money Order Now Cashable At Any Bank, Post Office

Dependents of Navy personnel now may cash post office money orders at any bank or post office. The new type money order is printed on a card, which is pre-punched to indicate the regional office of origin and serial number. It went into effect 1 July 1951 and marks the first significant change in the system since it was inaugurated 85 years ago.

Previously, if money orders were not cashed at the post office to which they were issued, an additional fee was charged. Payment of the old type money order was limited to 30 days after date of issue at the office on which drawn or at the office of issue.

The advantages of the new punch card money order is readily apparent to transient servicemen and their families. It provides a safe, inexpensive and convenient method of making remittances. The maximum amount for which a single money order can be issued remains at \$100, but there is no restriction on the number of money orders which may be so issued to the same remitter.

Serves 30 Years at Sea Before Seeking Shore Duty

Many a Navy man has vowed to put in 30 years at sea before requesting shore duty, but records show there is only one who has made it.

Thirty years ago, in the spring of 1921, Harry Budnick, fireman third class started his sea duty on board *uss Eider* (AM 17). In the spring of 1951 Harry Budnick, MMC, reported aboard Naval Base, Long Beach, Calif.

Chief Budnick had often said, "I'll put in my 30 at sea and then I'll request shore duty." In April, when BuPers finally received his request, the detailing officers immediately assigned him duty at his first choice of locations.

For the record, only time continuously spent within the continental limits of the U. S. for over a year counts as shore duty. Budnick had two close calls in 1945 and 1949 when he was in stateside naval hospitals. In each case, however, he beat the gun by a month.

In view of Chief Budnick's hectic wartime service his hospitalization periods were well deserved. One of his ships, *uss Glennon* (DD 620), was shot out from under him. Two others, *uss Marblehead* (CL 12) and *uss Henry A. Wiley* (DM

29) came close to being sunk under him.

For his efforts to prevent the flooding and sinking of the damaged *Glennon* off Quineville, France, in June, 1944, he received a commendation from Commander in Chief, United States Fleet. Service in the *Marblehead* earned him a Navy Unit Citation.

A year after *Glennon* went down, the Japanese attempted to do the same to his next ship, *Wiley*. This time the tables were turned. Budnick's gun-manning shipmates shot down 12 of the enemy planes, including the first of the piloted *Baka* bombs.

Budnick has an impressive list of awards and medals to his credit. Besides the two unit awards and the commendation medal, he has the Yangtze Service Medal, China Service Medal, American Defense Medal, Philippine Defense Ribbon, the three Area Campaign Medals (Asiatic, American, Pacific) and the Victory Medal.

If this array of ribbons isn't enough of an indication of long service there are still his good conduct awards to go by. At the present he holds the Good Conduct Medal with six clasps.

A serviceman, when named as payee, may receive payment of the new postal money orders at Navy post offices ashore or afloat, at banks, or he can endorse it over to another person. However, only one such endorsement is permitted.

The main advantage of a money order is security from loss. The remitter is provided with a receipt, as previously. Payment is limited to the remitter, payee or endorsee. If the money order should become lost, the remitter may make application and receive a duplicate order.

Money orders will now be paid up to one year from the last day of the month of issue. Orders which have not been cashed prior to that time may be paid provided the holder of the original order makes an application for settlement with any post office having money order facilities. The settlement check is forwarded to the applicant's mail address.

4,700 Reservists Cruise In 77 Ships of LantFlt

Seventy-seven ships of the Atlantic Fleet were scheduled during the summer training course period of July through September to provide two-week instruction afloat for more than 4,700 members of the Organized and Volunteer Naval Reserve.

Twenty-four cruises sailed from the east coast ports of Newport, R. I., Norfolk, Va., Charleston, S. C., and NAS Quonset Point, R. I., during the three-month period. The Reservists were drawn from the two mid-west 8th and 9th naval districts and the five Atlantic Coast naval districts including the Potomac River Naval Command.

The quota for summer training of Reservists in ships of the U. S. Atlantic Fleet consists of more than 1,000 officers and 3,700 enlisted men.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, NavActs, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnavs, NavActs and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 64—Pertains to award of commendation ribbon by delegated commands and requires that authorization to wear commendation ribbon must be specified in letters of commendation.

No. 65—Announces effective dates for changes to regulations governing clothing allowances for naval personnel, monetary allowances for Marine Corps personnel, authorizes 50 per cent increase for flight pay during fiscal 1952 for aviation midshipmen, and amends MPIM on subject of reenlistment bonus for personnel with 29 or more years of service.

No. 66—Announces an involuntary one-year extension, with certain exceptions, of the enlistments of personnel of the Navy and Marine

Corps and the Reserve branches, when such enlistments would normally expire on or after 9 July 1951 and prior to 1 July 1952. The extension does not pertain to members voluntarily extending or reenlisting, nor to personnel with previous extensions on or after 28 July 1950.

No. 67—Lists officers of the line promoted to the temporary grade of rear admiral.

No. 68—Authorizes summary courts martial to apportion forfeiture of pay over more than one month but not to exceed three months.

No. 69—Modifies Alnav 62-51 on subject of release of Naval Reserve enlisted personnel to inactive duty.

No. 70—Announces convening of selection board to recommend for temporary promotion to captain those USN and USNR commanders on active duty with five or more years' service in grade on 30 June 1952, terminating with signal number 2644.

No. 71—Announces effective date on instructions pertaining to Navy personnel accounting system.

No. 72—Lists Marine Corps officers promoted to temporary grade of major general.

No. 73—Establishes schedule for release of USNR enlisted personnel

to inactive duty, according to category.

No. 74—Revises instructions pertaining to punch cards (NavPers 500) used in personnel accounting system.

No. 75—Announced death of Admiral Forrest Sherman, USN, CNO, from a heart attack, at Naples, Italy.

No. 76—Directed ships not underway and stations to fly colors at half mast when displayed until sunset of day of Admiral Sherman's funeral.

No. 77—Pertained to funeral services of the late Admiral Forrest P. Sherman.

No. 78—Cancels Alnav 141-50 and announces new instructions pertaining to transfer of combat evacuee patients of Navy and Marine Corps.

No. 79—Secretary of Navy Francis P. Matthews sends "Well done and good wishes" to men and women of the Navy, Marine Corps and their Reserve components on termination of his duties as SecNav.

No. 80—Lists Marine Corps officers promoted to temporary grade of brigadier general.

No. 81—Announces that Dan A. Kimball took oath of office as Secretary of the Navy on 31 July 1951.

No. 82—Amends Alnavs 59-51 and 61-61 as a result of House Joint Resolution 302 pertaining to temporary appropriations.

No. 83—Directs commanding officers to submit special fitness reports for USNR lieutenants (junior grade) on active duty to 1 Aug 1951 whose names are not included in BuPers Circ. Ltr. 111-51 and who are eligible for consideration for promotion.

No. 84—Announces convening of selection board to consider requests from Line officers USN not above grade of lieutenant commander for transfer to Supply Corps. Requests must reach BuPers prior to 20 Sept 1951.

BuPers Circular Letters

No. 106—Lists names of USN and USNR commissioned warrant officers with commissioned service from 1 Aug. 1944 or earlier who were advanced to pay grade W-3, and names of CWOs with commissioned service from 30 June 1939 or earlier, who received advancements to pay grade W-4.

No. 107—Announces availability of monthly issues of Information

Legislation of Special Interest to Naval Personnel

Legislation of interest to naval personnel is reported in ALL HANDS each month when Congress is in session. Only new bills and changes in the status of, or action taken on, previously discussed legislation are reported, covering generally the four-week period immediately prior to the date this issue goes to press.

Super Carrier Named—Public Law 90 (evolving from House Joint Resolution 67) authorizes that the first Navy super aircraft carrier, now in construction, be named *uss James V. Forrestal*.

Income Exempt from Tax—Public Law 82 (evolving from H.R. 3804); amends existing law so as to extend to 31 Dec 1950 the period during which service pay earned while in a U.S. possession is exempt from federal income tax, providing certain conditions are met; also exempts under similar conditions the salaries of U.S. citizens employed by the government in U.S. possessions.

Relief of Service Personnel—S.

1794: introduced; to amend the Soldiers and Sailors Relief Act to provide further relief in rent, house payments, and insurance problems caused by entering military service.

Experimental Submarines—H.R. 1227: introduced; to authorize the sum of \$50,000,000 for the construction of experimental submarines and for other purposes.

World War II Insurance—H.R. 4000: passed by House and passed, without amendment, by Senate; to amend the National Service Life Insurance Act of 1940 to authorize renewals of NSLI level premium term insurance for successive five-year periods without medical examination.

World War I Insurance—H.R. 1072: passed by House and passed, without amendment, by Senate; to permit continual renewals of expiring five-year premium term policies.

Tax on Admissions—H.R. 4601: passed by House; to exempt members of the armed services in uniform from the tax on admissions.

HERE'S YOUR NAVY

Service publication^{*} furnished by Naval War College on matters of current interest, for officers of grade of lieutenant commander or major and their seniors in Navy, Marine Corps, Coast Guard and their Reserve components.

No. 108—Lists instructions and qualifications necessary for effecting temporary promotions of Regular and Reserve officers.

No. 109—Implements regulations concerning consolidation of the ratings of photographer's mate (PH) and aviation photographer's mate (AF) into the single rating PH, and assignment of the PH rating to Group IX, Aviation.

No. 110—Announces change in length of tour at Adak, Alaska, from 18 months to 12 months.

No. 111—Lists the names of USNR and active duty USNR officers temporarily promoted to rank of lieutenant commander and lieutenant.

No. 112—Extends to 1 July 1953 the time in which applications for inter-service transfer of officers in the Medical Services or Medical Corps can be considered.

No. 113—Amends BuPers Circ. Ltr. 33-50 on the subject of billet designator codes.

No. 114—Requires that orders of enlisted personnel specifically authorize travel by privately owned vehicle if the individual concerned is to be entitled to travel time at the rate of 250 miles per day and receive commuted rations for the difference in travel time between that authorized for rail and privately owned vehicle.

No. 115 — Contains instructions concerning forwarding of copies of orders of USNR officers to BuPers, district commandants and Reserve Officer Performance Recording Unit (ROPRU) in order to insure that personnel are credited with retirement and promotions points earned for active duty.

No. 116—Outlines scope, purpose and application procedures for courses offered to USN and USNR officers in Naval War College correspondence course program.

No. 117—Lists additional naval and marine personnel who are authorized to wear Combat Distinguishing Device on Legion of Merit, Bronze Star Medal and Commendation Metal Pendant.

No. 118—Lists names of all warrant

officers on active duty, with three or more years of service in warrant grade under current appointment through 30 June 1951, who have been recommended and approved for promotion to commissioned warrant officer, Pay grade W-2.

No. 119—States space labeled "Advance Base" in officer data cards should be interpreted as meaning shore duty outside U.S., to be counted as sea duty for rotational purposes.

No. 120—Pertains to program for release of USNR officers, and lists revisions to BuPers Circ. Ltr. 56-51.

No. 121—Requires that each command submitting rosters of officers (Form NavPers 353) should include additional information on each USNR officer specifying prospective date of release from active duty.

No. 122—Announces applications for appointment to Nurse Corps, USN, will be accepted from qualified Nurse Corps Reservists and former Regular or Reserve nurses.

No. 123—Specifies procedures to follow in recovering government-owned clothing from Reservists reporting for active service, and pertains to reductions in initial money allowance.

No. 124—Lists 3,000 additional officers of Navy and Naval Reserve on active duty promoted to temporary rank of lieutenant and lieutenant commander to rank from 1 Aug 1951.

No. 125—Announces administrative procedures for enlisting or re-enlisting Reservists on date of discharge, and presents reasons for USNR membership.

No. 126—Provides round-up on state bonuses for veterans of World Wars I and II, and for service in the Korean conflict, for which deadlines are still pending.

No. 127—Announces eligibility requirements and processing for appointment of qualified enlisted personnel on active duty to commissioned grade in USNR, for active duty as Unrestricted or Restricted line officers, and as Supply Corps or CEC officers.

No. 128—Authorizes transfer of USNR personnel on active duty to Regular Navy in permanent pay grades and advancement to same temporary pay grade E-4, E-5 and E-6 as that which was held in the Naval Reserve.

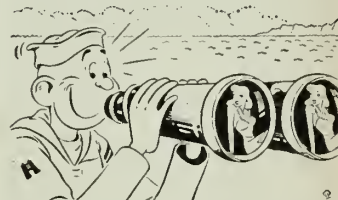
Since all rating badges and sleeve stripes of non-rated men are now worn on the left arm, distinguishing marks now make a solo appearance on the upper right arm. That's fitting, too,



because the purpose of these marks is to identify a man's special abilities and duties. Men who wear these marks have met certain qualifications additional to those required for their rate.

* * *

Twenty-five in number, the various designs are symbols of the special qualifications. A bursting bomb identifies a seaman gunner; a pair of upright binoculars, an expert lookout; a diver's helmet and breastplate



with the letters "M" or "S" or the numerals "1" or "2" identifies master, salvage, first and second class divers, respectively. Currently divers and crew members of airships are the only ones wearing these marks who receive extra compensation.

* * *

The aviation, submarine and paratroopers insignia worn on the left breast are similar in character to the distinguishing marks worn on the right sleeve. The distinguishing mark which is most numerous in peacetime, but



which has been discontinued for the present emergency, is the Navy "E." Indicating excellence in Fleet competition, the "E" is worn in normal times by the crews of the top 10 per cent of the Navy's ships and aircraft.

BOOKS:

REALITY AND FICTION SHARE MONTH'S LIST

MORE AND MORE good books are finding themselves on ship and shore library shelves. **ALL HANDS** reviews some of the latest, chosen by the BuPers library staff:

• *No People Like Show People*, by Maurice Zolotow; Random House.

Prefaced by an introduction by drama critic Brooks Atkinson, the book begins with a chapter called "Are Actors People?" The remaining eight chapters are devoted to reasonably humorous, loosely biographical sketches of such popular showfolk as Tallulah Bankhead, Jimmy Durante, Oscar Levant, Jack Benny, Frank Fay, Jed Harris, Fred Allen and Ethel Merman.

Each chapter is chock-full of highly quotable quotes such as are often seen in the daily outputs of Broadway columnists and scattered through *Readers' Digest*.

Those interested in the fact and fantasy abounding in the lives of show people should find the book fascinating. Those interested in the theatre may find valuable gems of wisdom in such paragraphs as those in which Miss Bankhead condemns the Stanislavsky school of acting.

* * *

• *The Nature of Things*, by Dr. Roy K. Marshall; Henry Holt and Company.

Dr. Marshall, science expert of television fame, has written 23 chapters explaining the complexities of

the atomic bomb, stellar energy, light, man-made rainbows and the like.

The book contains 100 line drawings by Jon Gnagy which help make Dr. Marshall's plain language seem even plainer to the layman.

Although perhaps not for the very studious, *The Nature of Things* will prove helpful and informative to those who want a bit more than a speaking acquaintance with the wonders of science.

* * *

• *Mr. Smith*, by Louis Bromfield; Harper and Brothers.

Many book reviewers will no doubt refer to Bromfield's symbolic Mr. Smith (Wolcott Ferris) as the George Babbitt of the '50s. Some already consider him the "Everyman" of the 20th century.

Ferris, the central character, is a typical, successful business man. He has a college degree, a colonial house with basement rumpus room, a car, an efficient and nice-looking wife and two children.

Suddenly he realizes that his mundane, conventional life is really one of frustration, one without real meaning. Ferris is lost. There follows an extra-marital love affair and a period of virtual isolation—so conducive to soul-searching—on a small south Pacific island during the war.

It's a good psychological study, done in Bromfield's usual manner.

* * *

• *This Is War!*, by David Douglas Duncan; Harper and Brothers.

Life photographer Duncan has sorted his collection of photographs taken during the Korean campaign and put some of them into a book called *This Is War!*

The book has an introductory section and each of the three parts—"The Hill," "The City," and "Retreat, Hell!"—is prefaced by explanatory remarks. Helpful as they are, these remarks are not really necessary. The captionless pictures speak for themselves.

If you want a graphic description of what's been going on in Korea, this is your book. It's a story of the U. S. Marines, written by an ex-Marine.

• *The White Man Returns*, by Agnes Newton Keith; Little, Brown.

This is the third book by Mrs. Keith, the American wife of a British colonial official.

After years of imprisonment by the Japanese, followed by a period of recuperation, the reunited Keiths return to Sandakan, North Borneo. There they pick up the threads of their lives and weave them among those of the inhabitants—the Chinese, Eurasians and natives.

The underlying theme of brotherhood is never obscured by the sometimes amusing, sometimes poignant stories of life in this colonial outpost. Neither is it permitted to become sticky and sentimental.

Sailors will enjoy the short chapter depicting the arrival of the flagship, *uss St. Paul* (CA 73), and the efforts of the townsfolk to make the white hats welcome.

* * *

• *The Iron Mistress*, by Paul I. Wellman; Doubleday.

This book, by the author of *The Walls of Jericho*, is a biographical novel based on the life of James Bowie. Bowie was a soldier-of-fortune, a frontiersman, a duelist. He also invented the "bowie-knife," his "Iron Mistress."

Bowie's career, from the time he "invaded" New Orleans, through his three love affairs—with a New Orleans beauty, a sensuous quadroon and the daughter of the vice-governor of Mexican Texas—up to his death in the Alamo, is traced with skill and understanding.

A lusty, adventurous book, *The Iron Mistress* makes for good early-fall reading.

* * *

• *Cracks in the Kremlin Wall*, by Edward Crankshaw; Viking.

Crankshaw, in his case against the Soviet regime, shows a fumbling government haunted by disintegration, improvisation rather than long-range planning, and loss of its hold over the peasants.

Tracing the rise of Communism, discussing the methods of Lenin and his distortion of Marxism, pointing out that planless Kremlin policy is Stalinism rather than Communism, Crankshaw paints a rather hopeful picture.

This is a valuable book—not too easy to read and digest, but well worth reading by all who are interested in international affairs today.



FOOT-SLOGGING Marines are pictured in a book of photographs by famous cameraman David Duncan.



THE NAVAL "ARMY OF COREA"

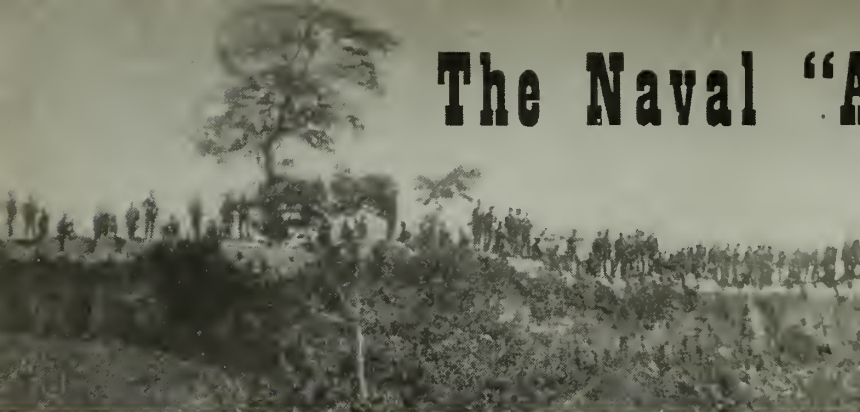
FIGHTING IN KOREA: 1871

Account of the battle between a small U. S. naval force and soldiers of the Kingdom of Korea in June 1871, following an attack on a peaceful U. S. expedition, as described by George R. Willis, USN, in "The Cruise of the Colorado in China, Japan and Corea"



ALL HANDS BOOK SUPPLEMENT

The Naval "Army of Korea"



The year 1951 marks the anniversary of two incidents occurring in the month of June but—separated by more than three-quarters of a century—which resulted in bloody fighting in Korea.

Seventy-nine years before the June 1950 crossing of the 38th parallel by aggressor forces from North Korea, a United States naval force landed on Korean shores to do battle with a Korean army which had suddenly attacked—without warning—an official U. S. expedition bent on a peaceful mission to negotiate a treaty for the safe treatment of American sailors who might be wrecked on those shores.

In June 1871, little was known of the mysterious kingdom of Korea—as the name of the country was then spelled. The attack on U. S. vessels from "masked batteries on the shore" resulted in the hurried formation of a naval "Army of Korea," consisting of 630 officers, sailors and marines.

Supported by a naval "interdiction" flotilla carrying 18 guns and a crew of 301, the little band stormed towards the impregnable fortress of the "Gates of the Kingdom," fanatically defended by white-robed warriors shouting the blood-curdling "Death Chant of the Koreans."

This is the story of the battle, recounted in abridged form as it was described by an eyewitness, George R. Willis, an enlisted crew member of the steam frigate USS Colorado, in his book "The Cruise of the Colorado in China, Japan and Korea."

USS COLORADO shown anchored off Boisee Island.



A RUMOR of an expedition to Korea was now confirmed by notes of preparation throughout the Fleet, and still further by the publication of a dispatch from the State Department at Washington, entrusting to the U. S. Minister to Pekin the task of negotiating a treaty "To secure protection and kind treatment to such seaman of the United States as may unhappily be wrecked upon those shores . . . Maintain fairly the right of the United States to have their seamen protected . . . Avoid a conflict by force unless it cannot be avoided without dishonor . . ."

Among the causes which led to the Expedition was an event dating as far back as 1865, when an American trading vessel, called the *General Sherman* was destroyed by the Koreans; and as no tidings of her crew ever reached the outer world, they were supposed to have been murdered in cold blood by their captors. This the Koreans deny, declaring that the *General Sherman* was blown up in an engagement brought on by an overt act of hostility from her own crew, who were all killed in the explosion. That these people are not always strangers to the dictates of humanity is proven by the fact that, in 1866, they rescued and escorted safely to China, the crew of *Surprise*, an American vessel wrecked on the Korean coast.

All hands were highly elated with the prospect of penetrating the mysterious land that had formed the theme of our dreams, arguments, and surmises for many months. The ships taking part in the expedition were as follows: *Colorado*, *Alaska*, *Benicia*, *Monocacy*, *Palos*. In all five vessels, carrying 85 guns and 1,230 officers and men. The order of sailing towards Korea was in "double echelon". This formation was maintained until we neared the Korean coast.

Toward evening [19 May 1871] the fleet anchored near the rocky island skirting the coast. From this point, the *Palos* and our steam launches were kept ahead surveying the channel. Our progress inland was retarded by dense fogs; and five days were consumed in reaching Boisee Island, which lies near the mouth of Salee River, on which Seoul, the capital of Korea is situated. As the larger ships could go no further on account of shoal water, this was chosen as our permanent anchorage.

We had hardly dropped anchor when a junk flying a white flag came within hail. An interpreter was sent alongside who found on board three persons representing themselves as ambassadors from the King of Korea, bearing a message to our Admiral. The three officials came on board and stated that they were sent by the King to ascertain the nature and object of such a squadron. They were informed that our mission was peaceable

and friendly; that we would take nothing and hurt no one; that, though we came with a formidable armament, not a shot would be fired unless we were first fired upon. Our desire was to reach the capital with a view of establishing friendly relations with the Government. For this purpose our boats would be sent to survey the river in the direction of Seoul. But the survey would be delayed, that they might have time to inform the people of our peaceful intentions.

The officials, on departing, seemed greatly relieved, and made no objections to the proposed survey.

On the following day another party, apparently men of high standing, came aboard and remained several hours. They were shown all over the ship and seemed struck with wonder and admiration of her splendid appointments. They also were told of the intended survey of the channel leading to the capital and asked to let the friendly character of the Expedition be generally known.

At twelve o'clock, on the 1st of June, the *Monocacy* and *Palos*, preceded by four steam launches, moved up on the flood tide to survey the narrow passage by which the Salee River empties into the lower bay. The four launches went in a line a few hundred yards ahead, taking soundings and communicating by signals their depth of water to the steamers behind. The boats on entering the river passed several forts, the most formidable of which, situated on a bluff, flew an immense yellow flag, bearing an inscription which was translated as "General-in-Chief."

Connected with this fort was a line of batteries girdling the breast of the hill and extending along a point of land which jutted east across the tide. On the main land opposite these works, and so situated that its fire would converge with theirs, was another fort.

As they turned into the bend, the crews of the launches remarked that on shore all was astir; flags flying, and the works on both island and mainland thronged with troops, numbering, at the lowest estimate, 2,000.

They were just entering at a point where the guns of the larger fort frowned upon them at an angle of 20 degrees, when the report of a gun sounded from the Commander's pavilion on the hill top.

It was a signal! The next moment a long sheet of flame burst from the works on both sides of the river, and the waters were lashed into fury by an avalanche of projectiles from 90 pieces of artillery.

On board the *Monocacy* and *Palos* men agreed in saying that they had never known anything so hot as the first simultaneous discharge of all those pieces. The launches were but 200 yards from the island forts, and still nearer to the one on the main land. Though being swept past by a fierce tide, the little boats were swung stem on to the batteries, and the answering shells from their howitzers went howling into the trenches.

In a few minutes they were re-inforced by the *Monocacy* and *Palos*, with their great guns vomiting fire on every side. There was no uncertain gunnery here! Every shell told its story of destruction and death; tearing vast rents in the walls, and the flames and smoke of their explosion came rolling out through the embrasures.

In ten minutes the forts were silenced. In the meantime the flotilla, being swept past the works, anchored above the peninsula.

The *Monocacy* had sustained considerable damage by

striking a sunken rock during the action, and the *Palos* had bulwarks smashed, and received other trifling injuries.

While this fight was in progress, the excitement on board our ship was intense. Our view of the little squadron was obstructed by the intervening hills and islands. The reports of the launch's howitzers being drowned in the roar of heavier artillery, we were filled with anxiety regarding the fate of the gallant boats' crews, who, it seemed to us, could not possibly survive such a murderous fire.

To the surprise of all, it was found that, though repeatedly hit, neither of the launches were seriously injured, and of their crews only two men were wounded!

An order from Admiral Rodgers directed a force to be prepared for landing. As the firing might have been an unauthorized act of the General commanding the forts, common justice dictated that the Korean Government be allowed ample time to apologize for the outrage.

In the meantime, the *Palos* was sent to Chefoo, the nearest port in China, with dispatches for America, and instruction to procure, by charter, a small steamer suitable for navigating these waters.

During the absence of the *Palos*, we were busy in preparing for an assault on the enemy's works.

Of arms we had an abundance; but as an absence from the ships of at least two days was contemplated, it was found necessary to provide haversacks, canteens, etc. The former were soon fashioned from canvas by the sailmaker's gang, but to furnish canteens taxed our ingenuity to the utmost. As everybody wanted to be his own tinker—and each of us tried to be original—they were of all sorts, shapes and sizes. Those who made a study of the subject could recognize a fellow a mile away, by the cut of his canteen.

The "Army of Korea" consisted of 10 companies of Infantry, seven pieces of artillery, and a small body of Pioneers; in all 630 officers, sailors and marines: of whom 397 men and four pieces of artillery—nearly two thirds of the whole force—were sent from the *Colorado*.

The cooperating force afloat comprised the *Monocacy*

COREAN EXPEDITION, ambushed making its survey.



The Naval "Army of Corea"

and *Palos*, the *Colorado's* steam launches *Atlanta* and *Weebawken*, and one steam launch each from the *Alaska* and *Benicia*—the flotilla carrying 18 guns and 301 officers and men. The entire force, afloat and ashore, was, including hospital party, servants, and boatkeepers, about 950 strong; all under the general control of Captain Blake, of the *Alaska*; Commander L. A. Kimberly, of the *Benicia*, being "General of the land forces."

The instructions from Admiral Rodgers to these officers were, in substance as follows: To land on Kankhoa Island and offer battle to the Koreans—to capture every gun that had fired a hostile shot on the American flag—to hold the forts long enough to convince the foe that we were masters of the situation; and then to dismantle them, destroy their armament and return to the ships.

On the 8th of June, the *Palos* returned. The tides were now in the best possible state for our operations. On the 9th, the finishing touches were given to our preparations, and all hands were ordered to stand ready on the following morning.

* * *

The morning of the 10th of June 1871, dawned clear and beautiful. The drums and bugles on board the *Colorado* sounded "assembly," and the companies in light marching order fell in and filed over the gangways into the boats, which—21 in number—were towed up the bay by the *Palos*.

As we passed through the Fleet, the officers and men who remained behind to protect the ships, manned the shrouds and cheered the little squadron lustily.

The *Monocacy* and steam launches were sent ahead to clear the way for landing. On the way up, we passed within pistol range of a small fort situated on one of the little islets, but its guns were silent, and these islands were evidently deserted by all save the peasantry who crowded the hilltops and gazed down upon us in mute astonishment.

We arrived within a few hundred yards of a large fort on the lower point of Kanghoa Island; and the order was given to cast off and pull for the shore in the order of landing. The boats were quickly swung stem to the beach, and engaged in an exciting race for the honor of first striking the shore. In a few minutes every keel was grounded, companies were formed, artillery mounted on field carriages and disembarked, and the American flag was planted for the first time on the soil of Corea.

The landing of the howitzers was no joke, as a wide fore-shore of mud had to be crossed before reaching the ground sufficiently firm for the working of artillery. It was only with the assistance of the infantry that the heavy guns were saved from being hopelessly mired.

A small body of marines, deployed as skirmishers, and supported by a few companies of sailors, advanced toward the fort. As they approached the walls, the garrison was seen beating a hasty retreat to the hills; our men entering the works without opposition. The fort was elliptical in form, with water battery attached; and mounted 55 guns, two of them being 32-pounders, and the others bronze breech-loaders of the Chinese pattern. These were all destroyed or thrown into the

river, and the works were demolished as far as our means would allow.

On the left of the fort was a small village, and beyond this an elevated plateau surrounded on three sides by swamps and rice fields. Here the main body encamped for the night, the marines with a light howitzer being thrown forward to a wooded knoll commanding the only approach to the camp. With batteries in position, pickets thrown out, and every precaution taken to guard against a surprise, we rested.

At daybreak, the march resumed. A line of skirmishers were kept in advance and the Pioneers followed, clearing a road for the artillery. The country was a succession of steep hills and narrow ravines, covered in many places with a growth of scrub-oak through which it was difficult to preserve any regular marching order, and utterly impossible to form a strong line of battle—a fact that would have given a serious advantage to the enemy, had they been shrewd enough to avail themselves of superior numbers and a perfect knowledge of the country.

After two hours' march, our advance struck the second line of fortifications, consisting of a large fort with hewn granite foundations topped by walls of chipped stone and mortar, and supplemented by a small water battery—the whole mounting 62 guns of an inferior class.

These works, having been subjected to a thorough shelling from our auxiliaries afloat, were taken with ease, the guns being thrown over the bluff into the river, and the front and right faces of the fort demolished.

While this work was in progress the main body moved forward and occupied the crest of a large hill. A thousand yards to our left was another hill surmounted by a small fort which, owing to its peculiar shape, was called by our fellows "The Sugar Loaf."

An artillery duel immediately commenced between this work and our howitzers. This position was not considered important enough to warrant an attack in force.

All eyes were now turned toward our grand objective point—partly owing to its military importance, but with special reference to the purpose of punishing the insult to our flag, which, in the action of the 1st, received from its walls the first hostile shot.

These works—called by the Koreans a name signifying, "Gates of the Kingdom"—comprise a series of batteries backed by a chain of earthworks describing a semi-circle around the base of the hill, and crowned by a Citadel rising 400 feet above the tide. It was considered the great stronghold of Corea; and was defended by 132 guns and a picked garrison of men under the personal command of the General-in-Chief of the Military District, whose flag floated defiantly over the walls of the Citadel.

While completing our preparations for an advance on these formidable works, the plans of the enemy were unfolded.

Clouds of Korean troops were visible, hurrying from all quarters and assembling under cover of the "Sugar-Loaf" which—since our change of front toward the Citadel—lay directly in our rear. At the same time smaller bodies occupied two hills on our left flank.

On seeing our force thus divided, the Koreans, under cover of a fierce fire from the "Sugar-Loaf" moved down on our rear. But the companies forming the rear-guard

were immediately concentrated in the stronger of the two positions, the howitzers were wheeled into line, and their deadly fire threw the enemy back behind the hill in confusion.

The thought of being thus foiled by a handful of determined officers and men, while another body, equally diminutive, was marching to assault the stronghold of their General, seems to have driven the Korean officers to the verge of desperation. Many of them were seen rushing over the ridge, as if in an attempt to inspire their men to charge the position. They were met by a hail of death, and at last, finding that the rear-guard could not be shaken, they again sought cover, keeping, however, their lines extended in anticipation of the repulse of the storming party, when, hemmed in by their legions, our destruction would be certain.

Leaving the rear thus effectually covered, let us turn to the intrepid band now marching toward the culmination of our campaign. They had reached a hill near the Citadel, and a temporary halt was ordered for the purpose of gaining breath for the impending struggle.

In obedience to a signal from the front, the guns of the *Monocacy* now hurled an avalanche of shells against the batteries of Point du Conde. A line of fire flashed from the ridge on which our advance rested; and a fierce response blazed from the match-locks and jin-galls on the rampart of the Citadel, where the defenders exposed themselves to the deadly fire of our carbines with the most reckless bravery.

High above the roar of cannon, the screaming of shells, and the sharp rattle of musketry, rose the national Death Chaunt of the Koreans—sung in chorus by the garrison as they fought.

There is nothing in the music of the Western World capable of duplicating, by translation, the awful cadence of that blood-curdling strain. It was like nothing human and rang in our ears longer than the terrible clashing of bayonet, cutlass and spear that hurried the singer into eternity.

Our men advanced to a ridge within a hundred yards of the heights crowned by the Citadel, from which they were separated only by a narrow ravine. The fire from the *Monocacy* would soon be equally dangerous to friend and foe. A signal went across the tide, and her guns were silent.

The little band rose; and, ere drums or bugles could sound the charge, Company "D" of the *Colorado*, led by Lieutenant Hugh W. McKee, dashed across the ravine and up the heights. The whole line followed; and so quickly was the ravine cleared, that of the volley held in reserve by the Koreans in anticipation of the charge, the greater part passed harmlessly over their heads! Ere half the pieces were re-loaded, our brave fellows were among them.

Seth Allen, a son of the Granite State, one of the youngest of the frigate's crew, was the first to mount the parapet. Though severely wounded by a stone hurled down upon him from the walls, the dauntless lad struggled on, gained the summit, and—fell back dead!

The heroic McKee topped the rampart and, sword in hand, leaped among the foe. His men who followed him, found him completely surrounded, and fighting desperately. He was rescued, but mortally wounded by spear and bullet, and died before sunset.

Along the west face of the Citadel the battle raged furiously, the Koreans fighting like demons. Unable to

reload, they rolled huge stones down on their assailants, and, in some instances, even the wounded threw dust in the eyes of the stormers.

Inside the walls the fighting was hand-to-hand, of-ficers, sailors and marines mingling indiscriminately. Once in, however, the Koreans fought us at a fearful disadvantage; as, evading the thrusts of their long spears, our men used pistol, carbine, or cutlass, with equal facility, while the firearms of the garrison, being large and unwieldy, were almost useless at such close quarters.

Such an unequal struggle could not last long. The defenders were soon killed, wounded or forced over the walls.

The courage displayed by these white-robed warriors was something sublime, and their lives would gladly have been spared had they, even by signs or the laying down of arms, given token of submission; but as we afterward learned, these people never give, neither do they ask quarter, and, in this case, would not even allow the victors to be merciful, fighting like tigers to the end.

The Korean General, already desperately wounded, on seeing that all was lost, cut his throat, and plunged over the cliff.

About one hundred of the survivors made a furious attempt to fight their way through our reserves. They were cut down almost to a man! Others retreated to the outlying batteries on the point, only to find themselves exposed to a deadly fire from Citadel Hill, now in our possession. Many anticipated death, by plunging into the river, and of the entire garrison only twenty were captured alive, and those were so badly wounded as to make resistance impossible.

In less than thirty minutes from the order to storm the works, the Stars and Stripes floated over the pavillion from whence, ten days before, had gone forth the signal for their outrage. The victory was complete.

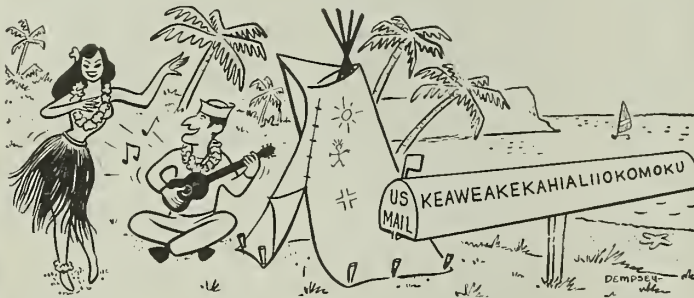
By official count, 243 of the enemy's dead lay in and around the Citadel. By the lowest estimate, 200 others had been driven into the river, or shot in the ravines. The whole line of works, with 132 guns, more than 2,000 small-arms, and immense stores of war material, were in our undisputed possession.

VALIANT COREANS used suicidal tactics in the conflict.



TAFFRAIL TALK

KEAWEAKEKAHIALIIOKOMOKU—that's the tongue-twister which a new Seabee recruit has to pronounce every time he's asked for his full name. When the 44-year-old electrician walked into a Hawaiian Naval Reserve recruiting office to enlist, he signed up with the following: William Eugene Keaweakekahialiokomoku Allen, Senior. The Seabee explained that he was named after a Hawaiian chief. His great grandfather, a full-blooded American Indian, from New Bedford, Mass., settled in



Hawaii in the early 1800s. And his mother's maiden name?—the recruiters wanted to know. Katy O'Sullivan, said Keaweatec., in a thick Irish brogue.

“About 12 years ago,” writes a Navy chief quartermaster to ALL HANDS, “I saw what appeared to be a huge landlocked harbor sitting right in the middle of the ocean, somewhere between Maine and Newfoundland.”

None of his buddies will believe him when he describes this harbor, miles from nowhere, so he asked us if we could help him out.

It was a mirage of course, the quartermaster told us, and he was sure an account of it had been printed, since it had been seen by numerous people.

So we went to our mirage expert in the Navy Hydrographic Office. Sure enough, the landlocked but landless harbor was no figment of his imagination. An article on the mirage, published in Hydrographic Bulletin No. 2647, of 29 May 1940, was dispatched to the letter writer.

How would you like to join the Marines as a major? It's easy—if that happens to be your surname. Which happens to be the case with some 17 leathernecks, ranging from a Private Major to a Major Major.

It's the same in the Navy. Not only do we have our share of rated and commissioned naval Majors, but there's a chief warrant officer who's an Ensign, and a lieutenant who's a Seaman. Also there are a couple of enlisted men and junior officers who are called Skipper by their COs. The pay off is a warrant officer in the Navy who retired as a General—because he was born that way.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 21 May 1951, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Visible rings of vapor encircle a Corsair as it tunes up → prior to being launched from USS Boxer (CV 21) for a strike against Communist targets in Korea.





**ON
GUARD**

**CONSTANT NAVY VIGILANCE
IS THE PRICE
OF FREEDOM**



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

NAVPERS-O

OCTOBER 1951





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

OCTOBER 1951

Navpers-O

NUMBER 416

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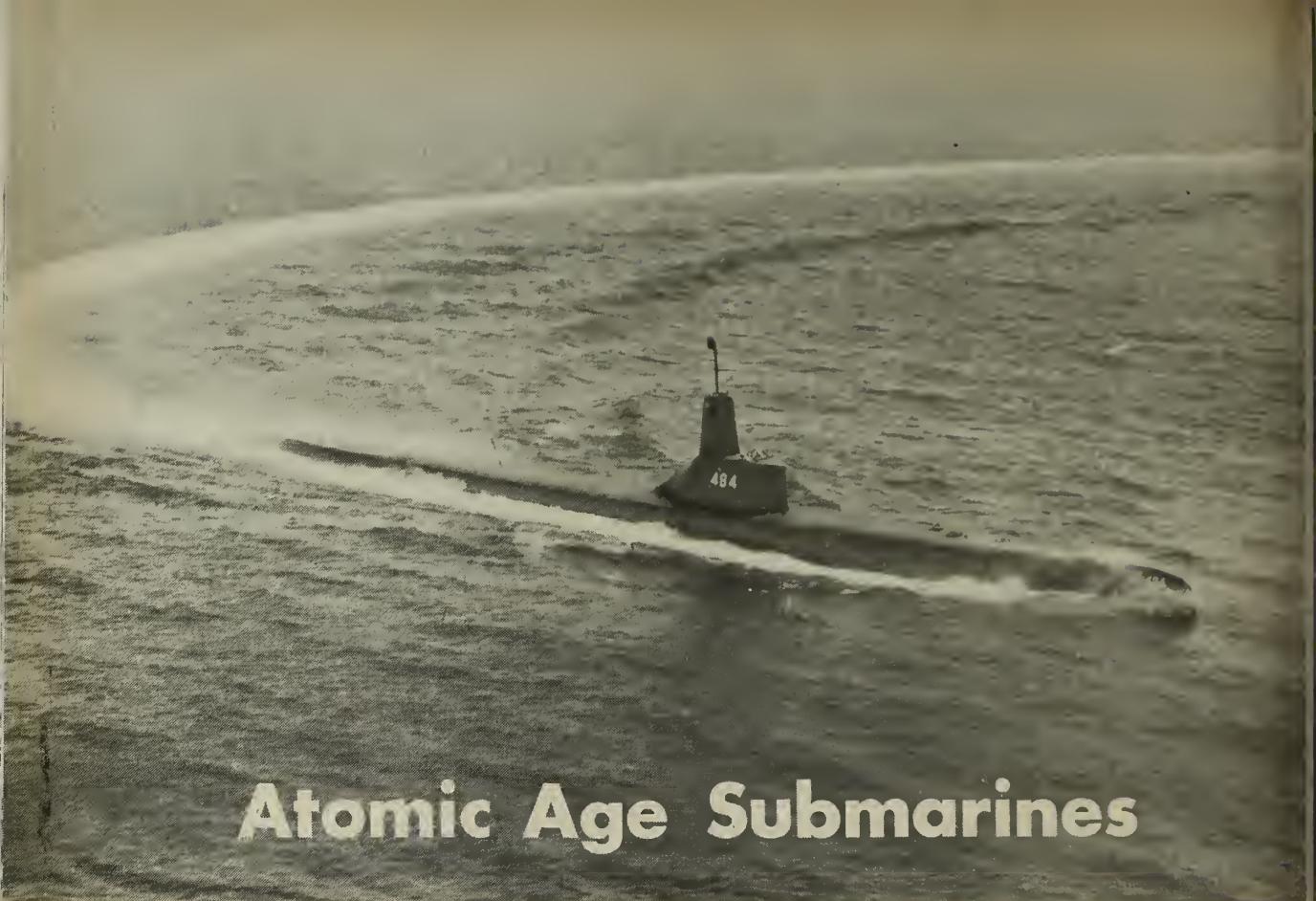
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• FRONT COVER: Navy cooperation and skill solves many a knotty problem. Here, William J. Miller, QMC, of Sea Breeze, N.Y., shows Richard J. DeBell, TESN, of Charlotte, N.C., the proper way to form a double carrick bend.—*All Hands* photo by Walter G. Seewold.

• AT LEFT: Recently returned from Korea, Destroyer Division 81 displays smart military appearance at change of command ceremonies. Ships are: USS *Joseph P. Kennedy*, Jr. (DD 850); USS *William R. Rush* (DD 714); USS *Fiske* (DD 842) and USS *Hawkins* (DDR 873).

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated.



Atomic Age Submarines

NEW MUSCLES are a-building for the submarine service, and they might well mold the "silent service" into Uncle Sam's strong arm of the future.

With atomic energy in the engine room, guided missiles in hangars on topside, and target-seeking homing weapons in the torpedo tubes, the submarine of the future figures to be the instrument of war most benefited by atomic era science.

Alone, an atomic energy power plant would make the submarine hard to detect and harder to destroy, blessing the underseas boat with the long-desired ability to stay submerged indefinitely. Also it would bring high submerged speeds, long range and long endurance.

With guided missiles and self-aiming torpedoes, the submarine will be converted into a versatile man-o'-war that could strike at targets on the sea, under the surface, on land and in the air. Its hit-and-run tactics of past wars are likely to change to mainly hit and hit again.

Backing up the attack types, there's a possibility of whole flotillas of specialized auxiliaries moving underseas to their destinations—

cargo ships, oilers, troop transports and others.

This picture of great armadas of the deep brings a gleam to the eye of a submariner. But the fact is—underwater fleets like this are far from an accomplished fact. Be that as it may, the submarine service, with its eye firmly fixed on that fu-

A Possible Atomic Submarine And Varied Auxiliaries

Presage a New Underwater Era

ture date, has built one or more prototypes of each new attack-type or auxiliary it would use. Each prototype will be used to develop new techniques of warfare and would become a model from which "carbon copies" could be stamped out in a hurry in time of emergency.

With the growing importance of the undersea arm, more and more trained Navymen will be needed to fill its ranks. These new submariners will have to be even more carefully selected and painstakingly trained than the underwater warriors

of today. Maybe you will be one of them. You should start thinking about it—today. What will these future submarines be like? How will they fight? How will you fit into them?

Secrecy, of course, surrounds the answers to many of these questions. But here are a few hints, quotes from high-ranking Navy planners, from press releases and from training publications:

- "What the future Navy will be like can only be imagined. Just as the ironclad superseded the frigate, just as the carrier has superseded the battleship, so might the dreadnaught of the deep—the future submarine—become the capital ship of tomorrow."

- "The advent of the improved, high speed submerged submarine is a logical weapon in the evolution of the 'true' submarine—one which will combine speed, maneuverability, long range and complete independence from an outside air supply."

- "We visualize the development of special types including bombardment and carrier submarines to carry guided missiles or pilotless aircraft to the shores of the future enemy."

Picket submarines, cargo carriers, and transports will help insure hemispheric defense. We expect all types to be capable of operating in any waters from the Arctic to the Tropics."

- "The basic weapon of the future will be the guided missile."

- "If it was difficult to dodge a torpedo in the last war, it will take a combination aquatic acrobat and miracle man to do it in the future."

In the past the U.S. Navy—or any other, for that matter—has never had a real submarine. Strange as it may seem, the craft known today as a "submarine" technically is not one, although it has seen creditable service with the U.S. fleet for more than half a century. A closer classification would be "submersible torpedo boat," designating a vessel that can submerge and operate below the surface for only a limited length of time.

Eventually it must return to the surface to recharge batteries, take on fresh air, and find its position. The underseas boat thus is periodically forced to sacrifice its secrecy, its main tactical asset. At the same time it becomes highly eligible for a swift *coup de grace* administered by an ahscean, a bomb, or the slicing prow of a submarine killer.

If only a submarine could be built along the line of Jules Verne's idea—a craft that could cruise below the surface indefinitely . . . While the novelist in 1873 could dream up an ingenious means of propulsion by deriving electricity from sea water, it was something else again for scientists to follow through and find a practicable way of doing it.

Atomic energy in the 1950s might be the answer. Work is progressing rapidly toward development of a \$25,000,000 nuclear engine at two Atomic Energy Commission laboratories and two industrial concerns, both under contract to AEC. A few weeks ago, the Navy announced the exciting news that it had given a New England shipbuilder the go-ahead on construction of a thick, new hull for the world's first atomic-powered submersible. The new type will be designated SSN (for submarine, nuclear).

The atomic reactor's working principle is based on the tremendous quantities of heat and motion given off during atomic fission. The heat is

taken up by a liquid—a liquid metal in one type of reactor—and put to work in generating steam, which can then be used in conventional steam turbines to drive the submarine propellers.

With equal ease, this steam could be used to drive electric generators to supply commercial power. With this in mind, it can be seen that the nuclear powered submarine will be, perhaps, the forerunner of atomic powered industrial factories, public utilities plants, and manufacturing concerns. The commercial nuclear power plant of the future is likely to have its origin in the submarine nuclear power plants of today if present plans are realized.

Two atomic reactors (a reactor is a machine for the release of atomic energy at a *controlled* rate) are occupying the attention of scientists. One is called the STR, for Submarine Thermal Reactor, and uses slow-speed or "thermal" neutrons to carry out the chain reaction called atomic fission. It uses ordinary water as the principal heat transfer fluid. This water produces steam in a boiler

which, in turn, drives a conventional geared turbine.

The second is the SIR, for Submarine Intermediate Reactor, which uses higher speed neutrons. This project is being carried on at another commercial laboratory. This power plant uses a liquid metal as the principal heat transfer fluid.

As now conceived, the fuel for the atomic engine will be uranium, a substance so powerful that as an Atomic Energy Commission official pointed out, "one single charge of the reactor will provide power to propel a ship tens of thousands of miles."

Because of the enormous energy produced by small charges of the reactor, the fuel lasts a long time and will enable the submarine to cruise at long range. Also, the whole of the atomic fuel would never be used up: After depletion or partial depletion of the fuel elements, they can be removed and replaced by new material while the old is reprocessed for future use.

To attempt to more than scratch the surface in discussing the princi-



WARRIORS OF THE DEEP in age of the atomic submarine will remain almost constantly under the sea, get little chance like these two to see a sunset.



JACKS OF ALL TRADES—Left: Triport sub *Perch* can carry up to

ples and manufacture of the atomic reactor is beyond the scope of this article for technical and security reasons, but the problems of producing the reactor can be outlined in brief. Scientists must first develop an operable power pile as a source of nuclear energy, find a safe system for releasing the energy at a controllable rate, and improvise equipment for converting the heat energy into work energy to run the submarine's propulsion system.

Then comes the task of adapting the pile to shipboard installation—not an easy one, for the shielding necessary to shield off the nuclear power plant from the rest of the submarine must be extensive, thick and heavy.

Operating characteristics of the

nuclear powered submarine have given Navy operations officers many moments of interesting speculation.

Here are a few eye openers:

- **Speed**—An atomic submarine would probably have a destroyer's cruising speed of 25 knots and could make 35 knots flank. To add to the sub's advantage, destroyer-borne sonar works well only at low speeds and surface ships are slowed still further by wave resistance.

- **Range**—With no fuel problem, an SSN could go farther and stay longer. This would make for happy hunting.

- **Independence of air**—So much air is required for the combustion process of the present oil-burning diesel system that a free-flowing air supply from the outside is necessary.

Today's craft can proceed on the surface with diesels or at snorkel depth with the "breathing tube" furnishing air. But without air at the deeper depths, present boats must operate on batteries—and that means slow speeds and eventual return to the surface to recharge.

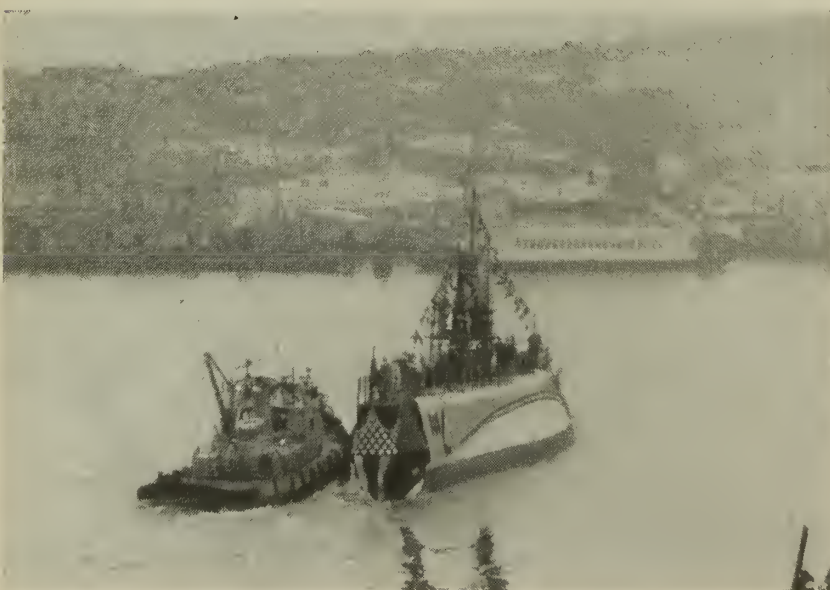
Independence of the earth's atmosphere is the major change that an atomic plant could bring about. With this one change alone, the underseas boat becomes a "true" submarine, worthy of the name. It also will bring about a change in submarine living conditions.

The question of the future is, not how long the submarine can stay down, but how long can its crew stay down. Human endurance is likely to impose more limitations on the submarine of the future than the vessel's operating capabilities. Some special features of the atomic powered submarine will have to be slanted toward making long stays in the deep less boring and trying.

The Navy could have gained some advice from the Germans if the war had lasted longer. German sailors would have been able to tell about operating conditions in the Type 26 U-boat, which was at least an approach in the direction of the coming "true" submarine.

Utilizing hydrogen peroxide, the German Type 2 had a range of 22,000 miles and a top submerged speed of 25 knots—or would have had, according to German claims. Uncompleted, it never reached the sea before the war ended.

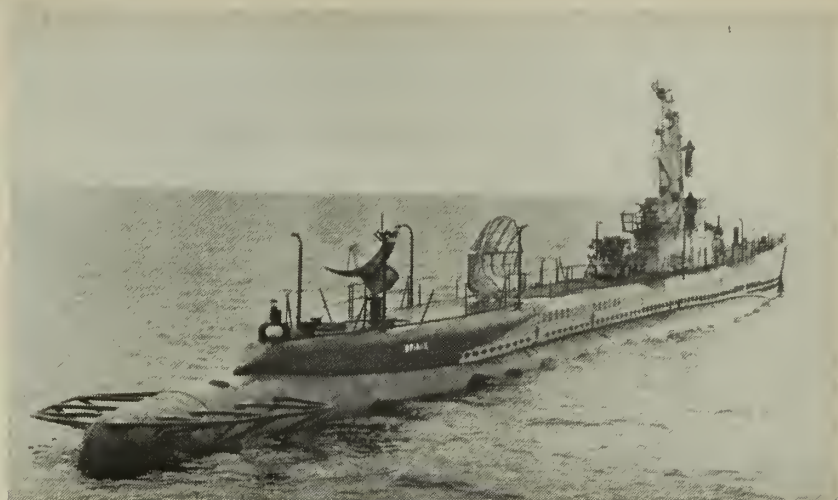
Hydrogen peroxide fuel was impractical for the times, but it was a novel idea. The Germans had many of them, and borrowed others. Copy-



SUB KILLER—Designed to seek out and destroy submarines under the water, SSK-2 was launched early this year at the Mare Island, Calif., Naval Shipyard.



n. Above: Cargo sub *Barbero* cuts the water. Right: The radar picket sub *Spinax*.



ing from the Dutch, they were the first to use snorkel extensively. They also conceived a plan for launching bombardment missiles by submarine.

The vision of landing a V-1 buzz bomb on New York City intrigued the Germans for a long time. Plans were drawn up for a submersible barge carrying a V-1 to be towed across the Atlantic by a submarine, both proceeding underseas as much as possible. Thirty miles offshore, they were to surface at night and a firing team would be transferred to the barge.

The resulting "bombardment" by a single missile, they reasoned, would have a double effect on morale—good for the Germans at home, bad for the Americans. Although the plan was dropped, many German officials were behind the idea to the end of the war.

Less than two years later, an improved version of the buzz bomb was being fired—in practice—by the Americans. First firing was in March of 1947, on board the submarine *uss Cusk* (SSG 348), underway a short distance off Point Mugu, Calif.

Specially trained guided missile men worked the covering off the 27-foot missile, brought its wings up and secured them in position, connected outlets for air and electricity, then moved behind shields or below decks.

A naval officer pushed the "silent service's" first push button. The Navy's "*Loon*," revamped from the German V-1 buzz bomb, was on its way. Down the ramp it moved, the hot blast from behind kicking up billowing clouds of steam that mingled with the missile's own white smoke. Steadily picking up speed, it

shot off the end of the ramp and climbed skyward. At a height that had been set previously, it leveled off.

Inside *Cusk's* control tower the officer worked the control panel, watching the missile as it obeyed the command impulse to move to right or left, to dip or to swerve. Out of sight it sped, continuing some 70 miles from *Cusk* until its automatic distance mechanism sent the missile diving into the sea.

Since then, more than three years have gone into improving equipment

and technique. Today the accuracy of the Navy's "*Loon*" is considerably greater than the Germans achieved in shore based firings of the V-1 during the war.

The target that has received the pasting of Navy "*Loons*" is the mile-square Begg Rock, some 54 miles to the southwest of Point Mugu. *Cusk* and another submarine, *uss Carbonero* (SS 337), soon reached a high peak of accuracy. Even when the missiles were off the target, most still landed within a damageable distance of the target. In contrast, the Ger-



SUB OILER—Another of the post-World War II crop of odd-job vessels, the submersible oiler can carry fuel to troops ashore or to another submarine.

mans were able to put only 50 per cent of their missiles within eight miles of the target center.

Although the improved World War II missile is outmoded as far as operational uses are concerned, it has been used extensively for training purposes. Newer and better missiles are being made available, and that's about all that can be said of them at this time.

In addition to the guided missiles submarine, several other types new to the fleet are being built, converted, or are already in service. These are:

- Attack submarines — The new underwater "ship-of-the-line." Three of these advanced-type guppy submarines have recently been launched. They are *uss Trigger* (SS 564), *uss Tang* (SS 563) and *uss Trout* (SS 566). The accent here is on firepower, maneuverability and speed — these snorkel submarines can go faster below the surface than on it.

- "Submarine killer" submarines, the SSK series. This small, super-quiet, lethally armed killer will be one of the promising answers to enemy undersea craft. The day of the battle beneath the surface of the seas, submarine versus submarine, probably will come with a future war.

Lying quietly submerged while listening, this craft will be able to hear enemy submarines operating in the vicinity. Special torpedoes of the target seeking or pattern-running type — both now under consideration — will search out and destroy the prowler. Of the two types, both operate in a different manner. The target-seeking torpedoes steer themselves in the direction of propeller sounds, exploding either upon contact or within a certain distance from the target. The pattern-running type



HEADING NORTH, troop carrier *Perch* enters harbor at Kodiak. Purpose: To test the ship in cold weather.

will head straight for the area of the target, then commence a weaving action that covers a large area. Personnel in the SSK will never see the enemy — nor, probably, will enemy personnel know a torpedo is on its way.

Three new "K-boats" are now afloat, *uss K-1*, *K-2* and *K-3*, as well as a fourth, *uss Grouper* (SSK 214), which was converted to a K-boat from a World War II *Gato*-class submarine. Six more conversions like *Grouper* are now in the works.

- Radar picket submarines, the SSR series. Elaborate electronics and communications gear will enable the SSRs to detect and give early warning of the approach of enemy planes or guided missiles.

All of these are conversions from existing craft. Four are now afloat —

uss Burrfish (SSR 312), *uss Requin* (SSR 451), *uss Spinax* (SSR 489) and *uss Tigrone* (SSR 419). Four others are part of the recently authorized conversion program — *uss Pompon* (SSR 267), *uss Rasher* (SSR 269), *uss Raton* (SSR 270) and *uss Rock* (SSR 274).

- Minelaying submarines, SSM series. Out of these boats come several torpedoes and in go mines to be planted in the path of enemy shipping. The big advantage of these craft over surface minelayers lies in the fact that they can penetrate enemy harbors or sea lanes, spawn their lethal eggs and get out — undetected.

Of this type, there is to be but one at present. It is to be converted to an SSM from a fleet submarine, as yet not designated.

- Troop - carrying submarines, ASSP (auxiliary, submarine, personnel) series. Invasion by submarine-transported troops promises surprise tactics that will cut down troop casualties. No full scale invasions could be conducted in this manner, of course, but spearhead forces could be landed to secure a beachhead prior to the landing of the main force.

The Navy, with the Marine Corps looking over its shoulder, has converted two submarines to troop carriers. They are *uss Perch* (ASSP 313) and *uss Sealion* (ASSP 315). Aside from carrying 160 men to the invasion point, these subs can also transport a cluster of rubber boats, several jeeps or an amphibious tractor in the bulbous metal structure installed on the afterdeck.

- Cargo - carrying submarines, ASSA (auxiliary, submarine, cargo) series. Submarine supply ships, the ASSAs would find handy employment in wartime. Vital materials could be transported to and from



WAR AT SEA, will it be like this in the future? Tests such as the firing of the *Loon* in 1949 will help to find out.

the U. S. in complete secrecy. Guerrillas and isolated forces could receive medical supplies, arms, food and other necessary stores.

Operating at lower speeds and at shallower depths than attack submarines, the cargo carriers could be built with great advantage as to size. In the last war, the Japanese had three submarines—the *I-400*, *I-401* and *I-402*, built as underseas aircraft carriers but used mainly for cargo carrying—that were 400 feet long, had a 40-foot beam and displaced 5,700 tons when surfaced. All three were more than twice the size of the biggest American submarine ever built, *uss Argonaut*, 2,710 tons. When an American pilot spotted one of the Jap boats underway, he reported, "It looks like a submarine but it's too big for one."

The Navy has experimented with only one cargo carrier, *uss Barbero* (ASSA 317). *Barbero* has now been salted away in the Reserve fleet. In the event ASSAs were needed, large numbers of Reserve fleet submarines could be quickly and easily converted to fill the need.

- Oiler submarines, SSO series. Supplying raiders with gasoline, fuel oil and special fuels during a submarine-borne invasion would be their big job. Submarine tankers, however, could also refuel other diesel submarines on station, thus eliminating the long haul back to home base.

Nosing in toward a beachhead, an SSO can ground her forward end, discharge fuel by pumping sea water into her tanks.

Only one SSO is now in service—*uss Guavina* (SSO 362).

Whatever the future may bring—changed submarine designs or revolutionary power systems—no change is expected in the past-proven fact that the men who man the subma-



DEEP FREEZE is given *Perch* by a covering of ice off Cape Seniavin, Bristol Bay, Alaska. The ice was successfully removed by taking the submarine down.

rines yield the nation a high return on its investment. In the Pacific war, U. S. submarines destroyed 29 percent of Japanese warships and 55 percent of her merchant fleet. Yet the silent service totalled only 4,500 officers and men—scarcely 1.5 percent of the Navy's manpower!

Also, many believe an underwater offense is better than a good defense. The Allies, on the defensive for much of the time in the Atlantic war, paid out for defense measures against the U-boats 17 times what the Axis spent to wage its submarine war—and lost 20,000,000 tons of shipping to boot.

But the point that counts most is that the U. S. was able to win both a submarine war against the Japanese in the Pacific and an anti-submarine campaign against the Germans in the Atlantic—at the same time.

That's a healthy record—one which

atomic submarines and imaginative new types should help maintain.

Gigantic, atom-powered subs, armed with strange new weapons and supported by underseas auxiliaries may lead you to believe the day of the surface man-o-war has passed.

Bear in mind, however, that this discussion can only indicate possible clues to the submarine of the future. At present, no one can forecast with authority the shape of subs which are to come.

And what of the atomic-era men who will operate these atomic-era subs? How are they chosen? How are they trained? Are they any different—or better—than you? What are *your* opportunities in the Navy in the atomic age?

The answers to these and other questions of equal importance to you will be found in a forthcoming issue of **ALL HANDS**.



'Sea Duty' for



MOTHBALL FLEET serves as background for pretty Lorena Hoyer, SR, USNR(W), who shows she has absorbed flag savvy during her Reserve indoctrination.



PETTICOAT NAVY—Eager Women Reservists strike a railside pose prior to going aboard U.S.S. Rhea for a taste of sea life out on the Delaware River.

MOST of the young women who are today enlisting in the Naval Reserve will readily admit they don't know a commission pennant from the Irish kind.

To remedy this lubberly state of affairs, district commandants have been instructed to set up recruit training programs wherever possible, programs which will give these newly enlisted Waves a taste of salt air and the feel of a steel deck.

One of the best of these indoctrination courses to be conducted to date was staged by the 4th Naval District at Philadelphia.

In the course of this two-week-long birdseye view of the Navy, 40 eager Waves took a day's cruise down the Delaware River on board a minesweeper, visited the busy Naval Air Materiel Center, climbed aboard an aircraft carrier, ducked into a submarine which was tied up at the Naval Shipyard and watched wide-eyed as Navy firefighters extinguished a prepared blaze at the Damage Control Training Center.

The women in blue had descended upon the Quaker City from three states—Pennsylvania, New York and New Jersey. Before they arrived, each Wave had been given a 20-lesson orientation course at her home Organized Reserve unit.

The group was pretty ragged at first but two chief petty officers (female), assigned to work with the women, soon ironed out the kinks. The Navy gals learned to walk around the well-kept parade ground instead of scuffing bald spots into the greensward with their short cuts. Instead of the non-regulation high-

TRAINEES get a first-hand look at what



Wave Recruits



HELPFUL BOSUN checks out a Wave on her lifejacket. Right: Recruits survey shipyard from a deactivated carrier.

heeled shoes and sandals in which they appeared at their first formation, they donned rugged service brogans.

Learning to drill didn't come easy, the recruits found, but they knew they were getting somewhere when passers-by on the naval base would turn to watch the trim Waves swinging jauntily down the street, singing as they marched.

In the classroom, they grappled with such familiar subjects as naval etiquette, Navy organization, ship and aircraft identification, knots and splices, visual signalling, damage control and bugle calls.

At the end, after two weeks of rapid-fire instruction spiced with an occasional field trip, the Waves sortied out of Philadelphia—a little saltier than when they came.

the air at the Air Materiel Center.



SWIM LESSONS are also part of the program (above). Below: Chief shows spare-time Waves one of the torpedo tubes on board USS *Permit* (SS 178)





WHILE AWAITING RESULTS of truce talks, U.N. planes and ships assist troops in Korea by blasting supply routes.

Navy Continues Efficient Korean Action

THE on-again-off-again truce talks in the Korean theater have somewhat submerged the news—but not the fact—of the Navy's continuing and all-important job in the waters around that peninsula. Whatever comes, the Fleet stands ready.

Quietly and efficiently Navy ships have patrolled the coasts, located their targets, only then to break the silence with the roar of 16-inch guns from *uss New Jersey* (BB 62), or a pattern of rockets from specially

equipped LSMRs, or a rattling barrage from a dive bomber.

Fiery salvos from the sea continued to blast Chinese Communist and North Korean artillery positions, routing enemy gun emplacements, destroying ammunition dumps, transportation routes and supply convoys.

Since late in August the Navy's twin-jet fighter, the F2H *Banshee*, has been operating in the Korean theater. It made its first appearance taking off from the decks of the car-

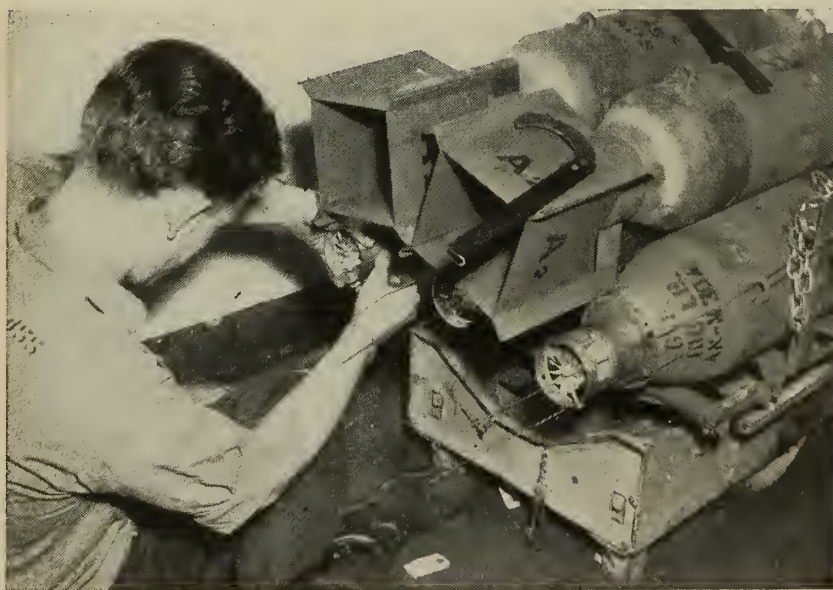
rier *uss Essex* (CV 9). The *Banshee* was flown by pilots of Air Group Five, the first carrier air group to return to the war zone for a second tour of duty.

The crew of *Essex*, along with the *Banshee* pilots, was also celebrating—this was the first action in Korea for the oldest carrier in active service. Commissioned in 1942, *Essex* was recommissioned from the mothball fleet early this year. During the reactivation it underwent modernizing modifications, in accordance with the Navy's ship reconversion program.

The *Banshee* jet fighter, flying in its initial missions with *Corsairs*, *Sky-raidors* and *Panthers* from her mother ship and *uss Bon Homme Richard* (CV 31), was kept busy on strikes over the Hamhung, Pyongyang, Chongjin and Kilchu areas.

Southwest of Kosong, Navy action was also vigorous. The heavy cruiser *uss Toledo* (CA 133), carrying the flag of Commander U. N. Blockading and Escort Force, was delivering a continuous series of "Sunday punches" to the enemy. Joined by the "Big J", flagship of Commander Seventh Fleet, and a number of U. N. warships, *Toledo* was part of a support mission for Army troops.

"Excellent shooting" was the remark coming from the shore-based fire control points. Tons of TNT un-



AROUND THE CLOCK, Navy experts prepare weapons for delivery. Here a truckload of bombs receives final delicate adjustment of fuses before loading.

loaded by the ships just ahead of advancing U. N. ground force constantly harassed the Communists in their efforts to hold or retake lost positions, some of them almost 15 miles inland. The large caliber guns of the Navy are capable of pounding at shore targets ranging up to 20 miles away.

Much of the success of the Navy's floating artillery barrages is the result of close teamwork between Army and Navy personnel. "Naval gun fire teams" made up of Army personnel have been assigned to U. N. land units fighting on the east and west coasts of the Korean peninsula.

Led by an artillery officer, these Army-manned teams serve as eyes for naval guns. Since a great deal of the fighting in the Korean theater has been along the coastal supply routes and transportation centers (there are practically no good routes in the mountainous interior) the Navy's guns have constantly been within range of strategic targets.

While relatively new to the Army, the utilization of naval tactical fire support has long been part of the tactics of the Marine Corps. Trained Marine fire direction teams were used with the Army field units during the early stages of the Korean conflict.

Another top spotter for the sea artillery is the Navy's own helicopter. Since the beginning of air spotting by the "egg beaters" early in the struggle, they have played a permanent role in the job of locating targets.

USS Toledo, while it carries a helicopter, boasts its own naval gunfire



REPLENISHMENT AT SEA keeps vessels on combat stations without frequent return to port. Below: Shore-based spotters help to insure pin-point accuracy.

spotting team on the ground. Dozens of other United Nations ships in the Korean action now have naval personnel trained to do target spotting as ground teams.

Consisting of one naval officer, as a spotter, and five enlisted men as assistant spotter, radio operator, telephone wire man and two "security" riflemen, the team goes ashore to locate targets not otherwise visible to the firing ship's human or electronic eyes. At such times even the spotting from helicopters may not be able to provide the necessary information concerning a particular target.

Toledo's naval gunspotting crew, as an example of these Navy teams, received its training in a fast, con-



HUNDREDS OF TONS of vital war supplies are prevented from reaching enemy by destruction of this yard and bridge.



ON THE STEPS of "U.N. House"—headquarters for the U.N. delegates at Kaesong conference—the principal U.N. negotiators discuss possibilities of truce.



NOT HAPPY about the whole thing, principal Chinese Communist Forces and North Korean delegates pose for photographs for first time at Kaesong.

centrated course at Naval Amphibious Base, Coronado, Calif., just after the cruiser first returned from the Korean theater months ago.

The team learned how to read charts, picked up the radio-telephone procedure needed in shore bombardment. They learned all about the different types of projectiles and fuzes, their destructive power, and what should be used against tanks, pill boxes and troops. They studied the classifications of fire which the Navy delivers — destructive, close support, harassing, illuminating, enfilade, and other types.

From the theoretical training they went on to work with mock-ups, learning how to recognize actual terrain and locate it on their charts. The final phase of the training was in maneuvers, with the team members equipped with a full combat pack from rifle to entrenching tools, first aid pack, "K" rations, ship-to-shore portable radio set, "handie-talkies", binoculars, compasses and charts.

During this operation the naval gun fire team went ashore, established communications with the ship, sent a "call-fire mission." As the shells came over, the spotter called the shots—long or short, to the right of left—until target and TNT met in an explosive dress rehearsal of the action now taking place in Korea.

Back again in the fighting zone, *Toledo* and sister ships of the U. N. fleet have been supplying top notch gunfire support. And when other fire direction and spotting facilities are not available, the Navy-manned naval gunfire teams have furnished the eyes for the ships firing from a dozen miles away.



ON THE LIGHTER SIDE, *Princeton* hosts find time to serve chicken dinner—while *USS Toledo* relaxes with Varieties.



Refueling Blimps

A MAJOR shortcoming of airships in the past has been their limited cruising range. This has been a big drawback especially in anti-submarine work where the blimp is the perfect bird dog for tailing a prowling enemy undersea boat.

To extend the blimp's cruising range, the Navy some time ago began experimenting with surface-to-air refueling "on the run." This tricky fueling operation was first tried on aircraft carriers (ALL HANDS, July 1951, p. 34) and was judged a success. But airmen were understandably reluctant to turn their fighting ships into wayside gas stations for needy airships. They wanted clear decks for launching aircraft from the carriers.

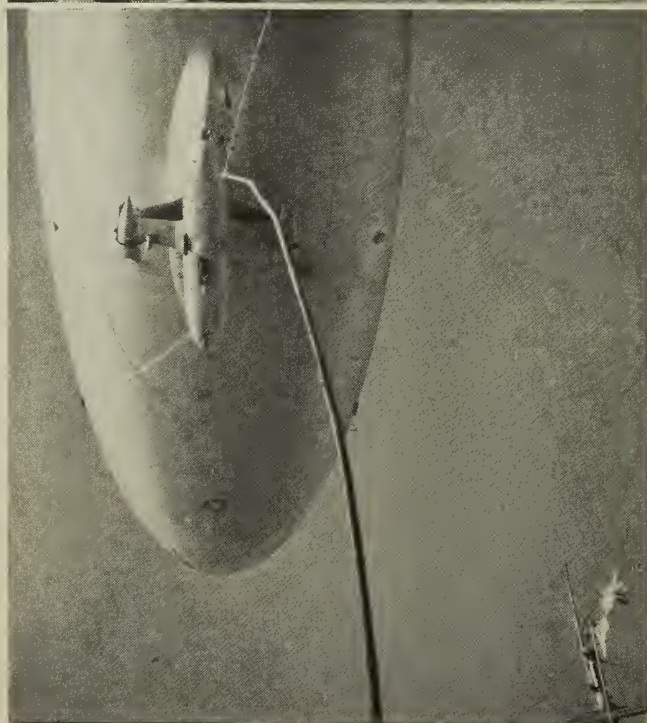
So the Navy turned to its oilers. Further experiments conducted by the busy Operational Development Force made use of the airship ZP2K, *uss Pawcatuck* (AO 108) and *uss Mattabesset* (AOG 52) and proved that the same technique could be applied to the smaller oilers as well as carriers.

This sea-to-air evolution begins as the airship takes a position heading up into the wind at an angle to the oiler's course (top right). In this position, she is less likely to spill fuel onto the ship's deck below.

Once the blimp is in position, its crew lowers to the oiler a hoisting line which has a sandbag attached to the end. The oiler's crew snags the line, removes the sandbag (which is covered with a luminous cloth so it can be spotted against the sky), and attaches the hose, nozzle-end first (right center). The hose is then pulled up to the airship (below, right), the nozzle seated and the signal flashed to commence fueling.

To coordinate the pinpoint navigation of the hovering airship with the action of the oiler's winch and pump operators, a landing signal officer stations himself on the oiler's deck (above, left).

Using this new technique, it takes but a few minutes to pump several hundred gallons of precious fuel into a waiting airship.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **USNR PHYSICALS** — Naval Reservists being ordered to extended active duty must undergo a substantiating physical examination at the first naval activity reported to if there has been a pronounced change in their physical condition since originally examined or if more than 45 days have elapsed between the initial physical examination and the date they report for active duty.

Reservists are now ordered to temporary active duty for the purposes of this substantiating examination. If additional defects are found, conditional waivers may be granted provided the Reservist is considered reasonably able to perform the duties to which assigned. In this case, the Reservist would then complete his orders. If considered not physically able to perform duties assigned or significant hospitalization is indicated the unexecuted portion of active service orders are cancelled by reason of not being considered physically qualified.

Further details on the fitness of Reservists are contained in BuMed-BuPers Joint Ltr., 8 Aug 1951 (NDB, 15 Aug 1951) which cancels and supersedes BuMed-BuPers Joint Ltr. (BuMed Circ. Ltr. 51-77) NDB, 15 May 1951.

• **COPIES OF ORDERS**—In order to assure that Reserve officers who have reported to active duty within the past year are properly cred-

ited with retirement and promotion points, the Navy has reiterated its instructions which require copies of officers' orders to be filed with BuPers and with the Reserve Officer Performance Recording Unit.

To insure the completeness of officers' records maintained in BuPers and to provide information for accurate officer accounting, a comprehensive directive outlining the forwarding of Reserve officers' orders is contained in BuPers Circ. Ltr. 115-51 (NDB, 30 July 1951).

The new directive cancels BuPers Circ. Ltr. 131-50 (AS&SL, July-December 1950) and supplements Art. C-5407 BuPers Manual which requires filing copies of orders of officers reporting to active duty with BuPers.

• **TAX EXEMPTION** — Naval personnel will not be required to pay income tax on naval pay earned while in a U. S. possession during calendar year 1950, provided certain percentage requirements under Section 251 of the Internal Revenue Code are met. The salaries of U. S. citizens—employed by the U. S. government or its agencies in such possessions—earned through 31 Dec 1950 are also exempt from income tax, under similar conditions.

Under the provisions of the Revenue Act of 1950—covered by Alnav 106-50 (AS&SL, July-December 1950)—all income earned in U. S. possessions by civilian and

military employees of the U. S. after 31 Dec 1949 would be taxable. Public Law 52, 82nd Congress, has changed the effective date to exclude such income from federal income tax through 31 Dec 1950.

Naval personnel who have already paid the tax on such 1950 income—which would have been exempt except for the Revenue Act of 1950—should file claims for refund with the Collector of Internal Revenue, using Treasury Department Form 843.

Those who have reported such 1950 income but have not paid the tax should file amended tax returns in order to complete the Internal Revenue Bureau's files.

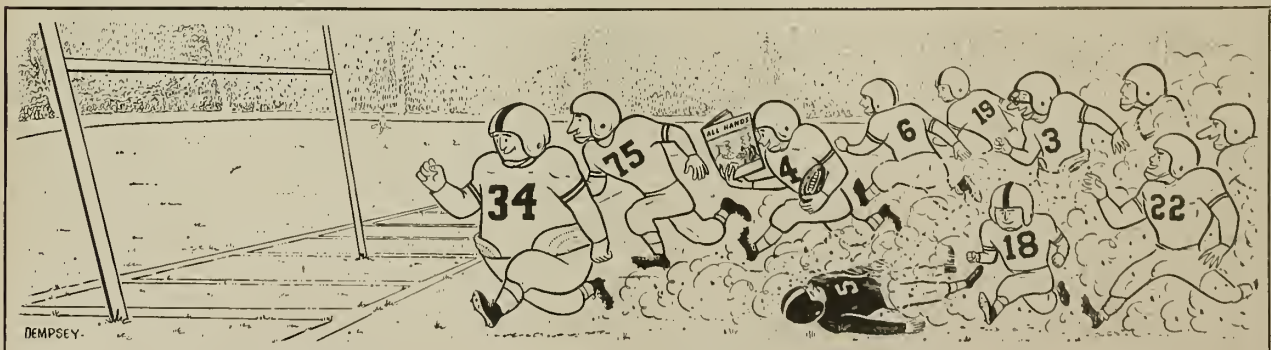
Personnel who have neither reported nor paid tax on such income need take no action unless specifically requested to do so by the collectors of internal revenue.

Specific inquiries with respect to this exemption may be forwarded to the Bureau of Supplies and Accounts, Code OB-1, Navy Department, Washington 25, D. C.

• **DUTY TOGETHER**—Sailors wanting to serve on board the same ship with a brother or other male member of their family are reminded of the SecDefense policy regarding the separation of male members of the same immediate family upon request, providing there are no overriding military considerations.

This policy has been effected because of the potential undesirability of members of the same immediate family serving together from the point of view of their dependents.

Requests for assignment together may still be submitted, but all such requests must now be accompanied by statements signed by each enlisted member concerned, showing understanding of the potential un-



PASS THIS COPY ALONG—The goal is to see that at least 10 persons read each copy of *All Hands* every month.

Former Warrant Boatswain Has 3 Admirals as Aides

An ex-warrant boatswain who has had two admirals as his assistants now has a third in the same position. The former warrant in this topsy-turvy situation is Sheriff Jack Gleason of Alameda County, Calif. He served in the Navy during World War I.

His new "assistant" is Rear Admiral Bertram J. Rodgers, usn, Com 12, who was formally sworn in as an Alameda County deputy sheriff.

The two flag officers who have previously served on the sheriff's staff are Vice Admiral Lynde D. McCormick, usn, now CinCLant, and Fleet Admiral Chester W. Nimitz, usn. The Navy officers accepted the law enforcement billets on a non-salary basis.

Ranks in the sheriff's office get straightened out again in the matter of landlords and lessee. His Santa Rita Rehabilitation Center, a civil establishment, is leased from the Navy. In a way this makes his deputy, the district commandant, his landlord.

desirability of such service and indicating that there is little possibility of a future request to be assigned to separate units.

Commanding officers of recruit training centers, effecting transfers in accordance with BuPers Manual, Article C-5209 (3), must obtain these statements, verifying such an understanding, before arranging the transfer.

Male members of the same family now serving together may continue to serve together or request assignment to separate units. Such requests will be favorably considered provided there are no overriding military needs for their retention in the same unit. Further information is contained in BuPers Circ. Ltr. 134-51 (NDB, 15 Aug 1951).

• **INSURANCE** — Servicemen and veterans who have National Service or U. S. Government term insurance policies can renew their policies for five-year periods without taking physical examinations.

Navy men who have waived their premiums on five-year level-premium-term insurance, under the pro-

visions of Public Law 23, 82nd Congress, are not required to renew their policies while on active duty. If such policies expire while a sailor is on active duty, the law provides for automatic renewal for an additional five-year period. Premiums—waived while the individual remains on active duty—are based on the age of the insured at the time of renewal.

As the insured becomes older, the premium rates will increase proportionately. For this reason, the Veterans Administration recommends that those who plan to retain their insurance should convert to one of the permanent plans of NSLI or USGLI, for which the premiums remain the same for the duration of the policy.

For further information on insurance, see ALL HANDS, July 1951, pp. 50-51.

• **HOUSING CONDITIONS**—The Secretary of the Navy has directed the commanding officers of shore stations to take all possible action within their authority and responsibility to eliminate housing conditions such as those recently publicized as a result of the investigations by the Preparedness Subcommittee of the Senate Armed Services Committee.

Naval personnel should obtain from their local Navy Housing Office or Legal Assistance Officer information on the rent control regulations in effect in their community and such other information on leases and real estate matters as will help them to protect themselves from rent-gouging and other unscrupulous practices in connection with leasing housing for their dependents.

Personnel who, because of the housing shortage, are forced to accept substandard accommodations or who believe they are being subjected to rent-gouging, should report the facts to their commanding officer.

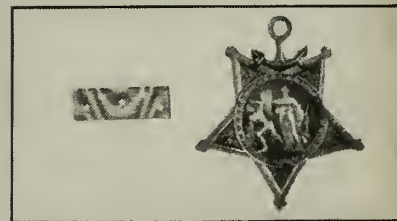
• **TATTOOS** — Medical men are telling all sailors who value their health to ignore the call of the tattoo artist.

Practitioners of the ancient trade of tattooing can transmit any number of communicable diseases—including syphilis and yellow jaundice—by using unsanitary needles.

The next time you and your buddy pass a tattoo shop—just look, don't buy. Window-shopping is much safer and it's cheaper, too.

QUIZ AWEIGH

The oldest salt and the youngest seaman recruit should find something of interest in this month's quiz.



(1) The medal (with its ribbon) pictured above is the (a) Navy Cross (b) Medal of Honor (c) Marine Corps Brevet.

(2) It is presented by (a) the President in the name of Congress (b) the Secretary of the Navy in the name of the Secretary of Defense (c) the Secretary of Defense in the name of the President.



(3) This instrument is a (a) psychrometer (b) mercurial barometer (c) aneroid barometer.

(4) It measures (a) humidity (b) atmospheric pressure (c) temperature.



(5) This deck operation is known as (a) rigging a kedge anchor (b) standing by to let go the anchor (c) putting on a chain stopper.

(6) Shown being secured here is the (a) mooring swivel (b) pelican hook (c) Kenter shackle.

ANSWERS TO QUIZ ON PAGE 53

Here's Status of Current Legislation of Special Interest to Naval Personnel

Each month when Congress is in session, legislation of interest to naval personnel is reported in **ALL HANDS**. Only new bills and changes in the status of previously discussed legislation are reported, covering generally the four-week period immediately prior to the date this issue goes to press.

If there has been no change in the status of a particular bill since the time it was last reported in **ALL HANDS**, it will not be covered in the current issue.

World War I Insurance — Public Law 101 (evolving from H.R.

1072); authorized continual renewals of expiring five-year level premium term policies of U. S. Government Life Insurance (USGLI) without medical examination.

Mess Operation — Public Law 102 (evolving from H.R. 1201 and S. 314); provides that a mess operated under the direction of a Supply Corps officer can be operated on either a quantity or a monetary-ration basis.

World War II Insurance — Public Law 104 (evolving from H.R. 4000); amends the National Service Life Insurance Act of 1940 to au-

thorize renewals of NSLI level premium term insurance for successive five-year periods without medical examinations provided the required premiums are tendered prior to the expiration of such term.

Gold Star Lapel Buttons — Public Law 121 (evolving from S. 311 and H.R. 3911); provides lapel buttons to widows, parents and next-of-kin of service personnel who lost or lose their lives while in the armed services during World Wars I and II and subsequent hostilities (including the Korean conflict). Next-of-kin must apply for the buttons, which are issued free.

Veterans' and Dependents' Pensions — Public Law 108 (evolving from H.R. 315) liberalizes the service pension laws for veterans, and their dependents, of the Spanish-American War, the Philippine Insurrection and the Boxer Rebellion.

Advances for Midshipmen's Clothing and Equipment — Public Law 122 (evolving from H.R. 2736 and S. 843); authorizes advances for clothing and equipment for midshipmen at the Naval Academy and cadets at the Military Academy and Coast Guard Academy, removing the top credit limit of \$250 currently set by law.

Transportation of Dependents — Public Law 131 (evolving from H.R. 1199 and S. 330) amends section 12 of Missing Persons Act to authorize moving the dependents and effects of service personnel in the case of a serviceman whose death is due to other than military or naval operations, or who is officially reported missing or captured by the enemy or interned in a neutral country.

Defense Housing — H.R. 2988 and S. 349; passed by Congress and sent to President; to assist in providing housing and community facilities and services required in connection with national defense, and lowering the down payment of houses for servicemen in defense housing areas.

Korean Veterans G.I. Bill—S. 1940; introduced in Senate; to provide for an educational and training program for Korean war veterans similar to the World War II G.I. Bill of Rights program.

Commissary and Prices — H.R. 5054; passed by House; to provide, as part of the Armed Forces Ap-

Many Sets of Brothers Serve Together in Ships

ALL HANDS really started something with the story of two destroyers listing five sets of brothers in their crews (August 1951, p. 53).

• **uss Harwood** (DDE 861) also reported five sets: Floyd and James Fagan, Richard and Robert Rittenhouse, Henry and George Sachen, Aaron and Winford Shanley, Thomas and John Sims.

• This mark was bettered by **uss Bristol** (DD 857) which has six sets of brothers serving in her: Eugene and Jack Cook, George and Raymond Hays, Alan and William McManemon, David and John Pollard, Freddie and Howard Ryan, Paul and Preston Tracy.

• Next come **uss Barton** (DD 722) and **uss Arnold J. Isbell** (DD 869), each with seven sets of brothers. **Barton** is unique in that two of the sets are three boys from one family: Francis, Isaac and Raymond Eskin; Dwayne, Dwight and Robert Exstrom. Dwayne and Dwight are twins. The other brothers serving in **Barton** are: Philip and Ruel Bourne, Donald and Joseph Hickey, Edward and Eugene Mansour, John and Thomas Misshoe, Richard and John Schwab.

• Seven sets of brothers are also attached to **Isbell**. They are: D. W. and F. E. Price, R. M. and R. M. Spurgeon, J. W. and T. C. Henry, M. D. and W. T. LaMasters, L. W. and W. R. Shirley, D. A. and O. L. Townsend, E. C. and L. J. LeBlanc.

• The ship that takes the cake for destroyers when it comes to

brothers is **uss Hollister** (DD 778). Serving in her are 10 sets of brothers, including three sets of twins and one set of step brothers. The twins are: Gerald and Gordon Golsch, Johnny and Tommy Raley and Earl and Howard Shepherd. Delbert Hill and James Searls are the step brothers. Bringing up the list are the six other sets: John and Berhl Blackburn, James and Roy Covington, Darold and Kenneth Dean, Albert and Alphonse Parrish, Darrell and William Payne, Albert and William Reed.

• Among the larger ships of the Fleet, **uss Midway** (CVB 41) with 10 sets of brothers, equals the record to date. The brother teams serving in her are as follows: Donald and Robert Gille, Harold and Paul Baker, Raymond and Robert Wean, George and Howard Gauda, Russel and Robert Griffus, Kenneth and Charles Moore, Thomas and Floyd Whitehead, Christopher and John Graham, Joseph and John McKaig, Zenas and Zinn Boling. Two more pairs, the Janaszewski and Stanivasci brothers, have been split up in recent months.

Bucking all the foregoing destroyers in number of brother sets is **uss Buck** (DD 761). **Buck** is way out in front and reports eight sets. Oble and Orval Steen, Douglas and Gerald Hendrickson, Robert and Rulon Anderson, Craig and Ted Jones, James and John Lee, Don and Roy Pershica, James and Marlen Morlock, Benjamin and Lem Baker (twins).

propriation Act, that no appropriation shall be available for any direct expense in connection with the operations of commissary stores, except where reimbursement for such expenses is to be made by the services. A possible effect of this is that the services may be required to include in the sale price of commissary goods overhead items or any direct expense, including transportation, maintenance, operation and management.

Tax on Admissions — H.R. 4601: passed by Congress and sent to President; to exempt servicemen in uniform from admission tax where they are otherwise admitted free.

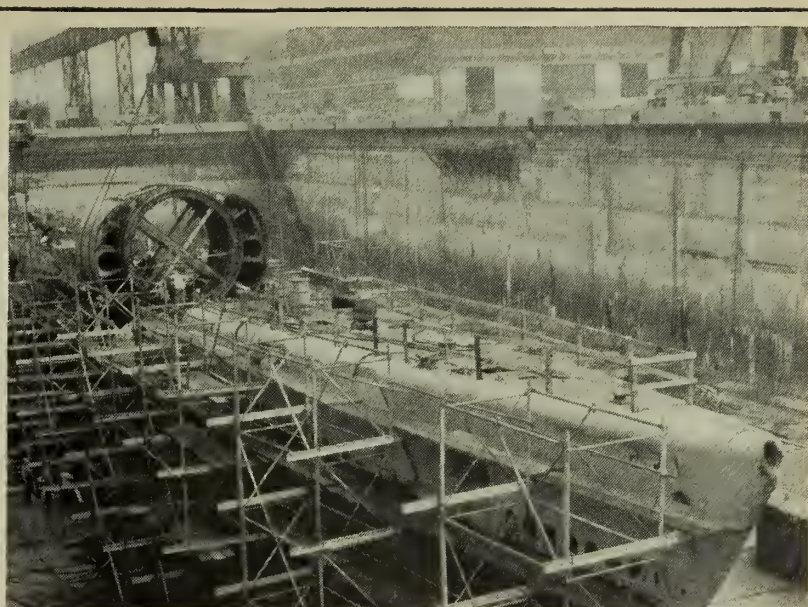
Experimental Submarines — H.R. 1227: passed by House; to authorize the sum of \$50,000,000 for the construction of experimental submarines.

Disabled Veterans Payments—H.R. 4233 and S. 1864: passed by House and reported approved by Senate Armed Services Committee; to authorize payment by VA of \$1,600 toward purchase of an auto, or a direct cash benefit of the same amount for veterans of service after 27 June 1950, in those cases where loss of—or the permanent loss of use of—one or more limbs is involved, or when there is a permanent impairment of vision of both eyes.

Disabled Veterans Pensions—H.R. 3193: passed by Congress but vetoed by the President, whose veto was overridden by the House; to provide a \$120 a month pension for totally disabled veterans whose disability is not service-connected.

Reserve Components of Armed Forces — H.R. 5277: introduced to replace H.R. 4667 and H.R. 4860 after completion of hearings by a subcommittee of the House Armed Services Committee. It supplements the new U.M.T.S. Act (Public Law 51), and places all Reserve components of the armed forces on an equal basis in so far as practicable. Provisions of the bill call for establishment of a Ready Reserve, a Stand-by Reserve and a Retired Reserve, in each of the services in lieu of existing organizational structures.

Dependents' Pensions—H.R. 3549: passed by House and passed, without amendment, by Senate; to modify eligibility requirements for payments of pensions to widows of veterans of Spanish-American War, and Boxer Rebellion, Philippine Insurrection and certain earlier wars.



DOWN into position goes the hull section that will make USS Ray (SSR 271) a new type of underseas vessel. She is one of six subs to be transformed.

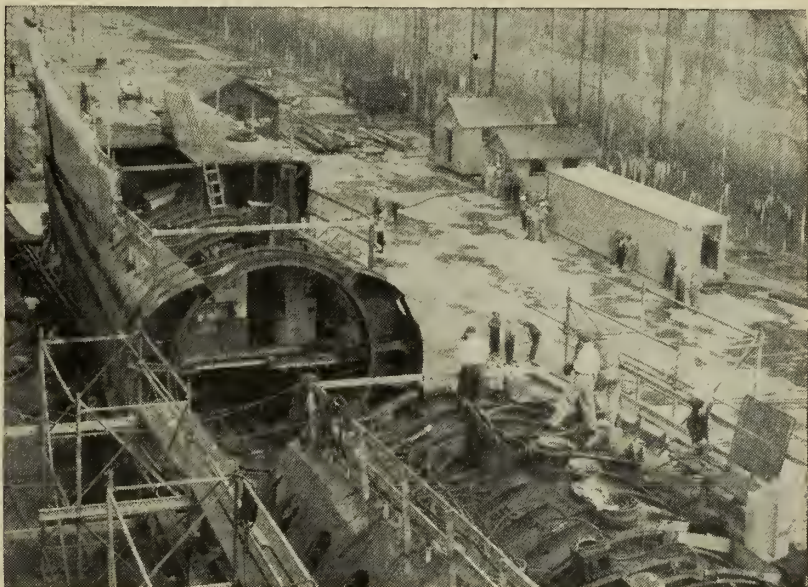
Section Inserted to Make Subs 30 Feet Longer

Naval engineers and shipyard workers at the Philadelphia Naval Shipyard met the problem of installing a large amount of new electronic equipment in a submarine with typical Yankee ingenuity.

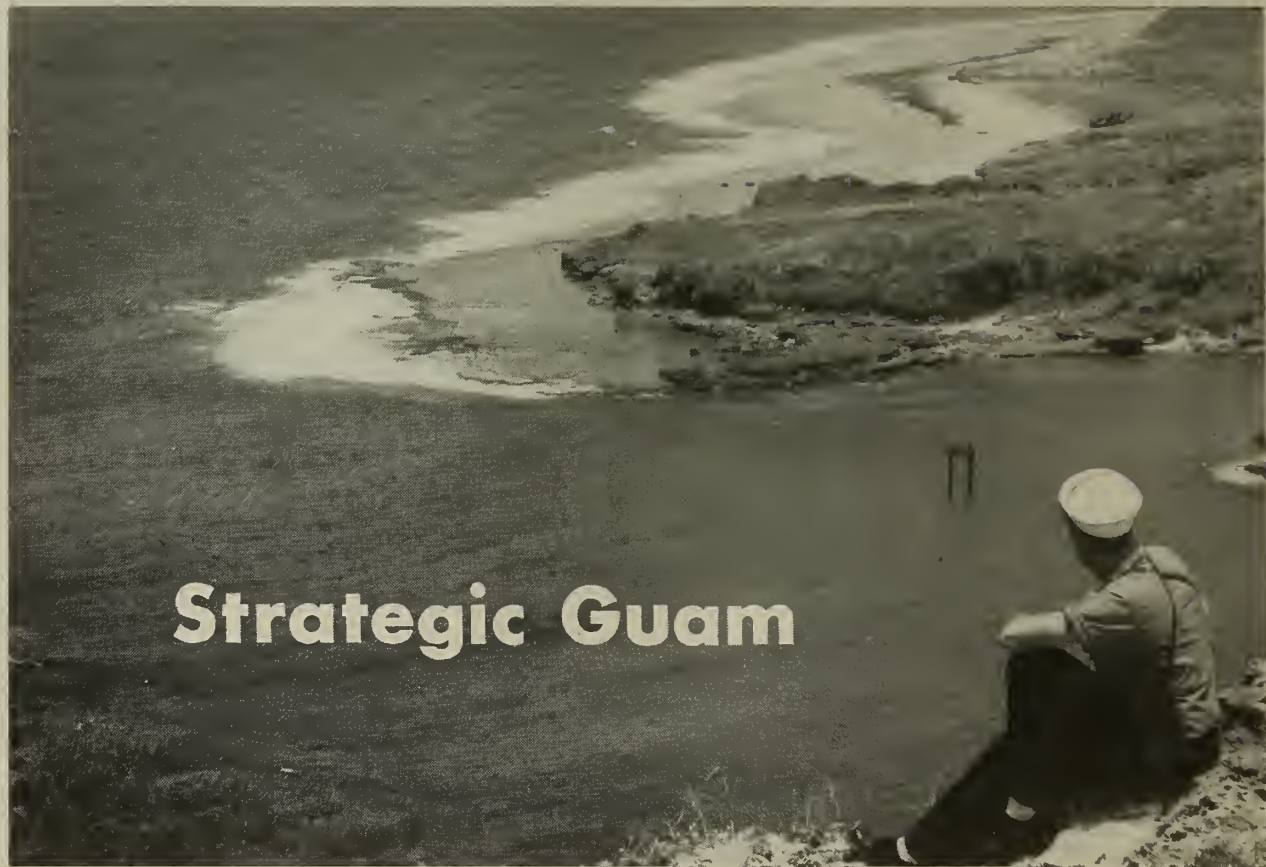
Instead of jamming the gear into the subs, *uss Redfin* (SSR 272) and *uss Ray* (SSR 271)—already snugly packed, like all submarines—they cut the sub in two and inserted a prefabricated section.

The round-the-sub cut was made with acetylene burners. It was done just a little forward of amidships. The inserted section was 30 feet long, making *Ray's* and *Redfin's* length 342 feet.

Four other Fleet-type submarines are scheduled for the same operation. The six boats will be "an entirely new type of underseas weapon"—all that can be disclosed at present.



CUT in two, USS *Redfin* (SSR 272) has her bow section pulled forward on greased rails to allow for the installation of a new 30-foot section.



Strategic Guam

BLUE WATER breaking on the jagged coral is the scene that a sailor sees looking across beautiful Talofofo Bay.

THE ISLAND of Guam has become the hub of America's outer defenses in the Far East.

Although small in size (its area is barely equal to that of metropolitan Chicago), this tiny patch of western Pacific real estate bulks large in strategic importance.

For within a 1,500-mile radius of Guam lies most of Japan, the Philippine Islands and many of the resources-rich islands of the West Indies. The major sea and air routes pass through Guam, making the island a vital crossroads. Acknowledging this central location, the Navy established here its headquarters for the final phase of the war against Japan.

Today, with a greatly expanded anchorage area capable of handling the largest Fleet units, a complete line of servicing facilities and plenty of airfield space, Guam is prepared to swing into action once more as a major advance base should the necessity arise.

To put the base in this condition of readiness in the six years since World War II has required plenty of good old-fashioned musclepower.

This energy has been applied most notably to the reconstruction of Apra harbor, the Fleet anchorage.

During the fight against Japan, the harbor at Guam was far from ideal, although that fact did not keep it from handling a greater tonnage of shipping per month than most U. S. harbors. The low-lying coral reefs which partly surround the harbor failed to give full protection from wind and wave. A nasty set existed at the main entrance and threatened to sweep unwary ships into rocks on one side or a coral shelf on the other. Within the harbor itself, spikes of coral and a tangled mass of sunken shipping made even a routine run to the fleet landing a coxswain's nightmare.

To remedy this situation, the Bureau of Yards and Docks got to work in the U. S. and had an exact scale model of the harbor constructed.

From the model engineers drew up a blueprint of alterations. In effect, the harbor was to be rebuilt "from scratch."

The completed plan was sent to Guam where workers translated the blueprint into fact. Dredges sucked up 30,000,000 square yards of coral and sand from the bottom of the bay and deposited it in an area called the "Fill." On the Fill is now located the Naval Operating Base industrial department with its many servicing shops. A two-mile-long breakwater of rock was thrown up like a protecting arm around the harbor. The entrances were improved. Sunken ships were raised, broken up and carried away. As a result of this facelifting, Apra Bay today presents seven square miles of well-protected harbor which is considered one of the finest in the Far East.

Other naval activities are also busy these days. In the Agana area, the naval air station sends out weather flights and acts as an important terminal for Military Air Transport Service cargo planes. Commander Naval Forces, Marianas, is located

Once It Dozed in the Bright
Pacific Sun, But Now It
Is Wide Awake, Its Guard Up

here and an active communications station keeps in constant contact with ships in the area.

Recognizing that it has a heavy stake in the island's future, the Navy in the last six years has played an important part in the economic rehabilitation of Guam as well. Last year the administration of the island passed from the Navy to the Department of the Interior. Under both authorities, living conditions for the natives have continually improved over pre-war standards.

The towns of Agana, Piti, Agat and Sumay, all of which had been completely demolished by the Japanese attack or by the Allied naval bombardment that swept the island before its recapture in 1944, have been completely rebuilt.

Medical-wise Navy doctors have improved the health of the natives by establishing a native hospital and by training Guamanian practitioners and nurses in modern medical techniques.

Putting the island economy on a paying basis was a harder job and one which still offers a problem to Interior authorities. After the war, many natives opened shops in Agana and other towns but few of them were inclined to venture into bigger things—industry and trade. Exports such as mother-of-pearl shells and copra do not earn enough return to balance needed imports such as sugar, rice, canned fish, meat and clothing. But with the help of U. S. advisers, native businessmen are beginning to increase their activity.

Agriculture on the island is showing gains, too. Thanks to an experimental dairy farm established near Agana, Guamanian farmers and dairymen now get the advantage of expert advice in adapting crops and animals to the soil and climate. To rehabilitate the island herds after the war, the Navy imported some top-grade cattle.

While helping the natives get



NAVY COMMISSARY, stocked periodically by reefer ships, offers the Guam housewife all the variety of merchandise she would find in a Stateside market.

back on their feet, the Navy has not overlooked its own personnel. The housing problem has had first priority. As at many other overseas bases, housing here is still not adequate. Gradually, however, new ranch-type permanent housing units such as the 200 new dwellings at Tipalao Point are replacing the old quonset-type dwellings for enlisted men with families. The new houses are modern, typhoon-proof units with two, three or four bedrooms. Paved roads and street lighting give a suburban air to the development.

For the single enlisted man, housing is often excellent. More often than not he lives in a cool, two-story, typhoon-proof barracks which is equipped with laundry facilities. His EM mess is considered one of the best outside the States.

For Navy families, the commissary serves as the local supermarket and corner drug store. Commissaries are well-stocked with a variety of food. Reefer ships replenish the stores with fresh fruits and

vegetables every month. For added delicacies, there are the native shops. Veteran Guam residents will tell you to bring along one item from the U. S., however—paper napkins. They're hard to come by.

By way of amusement, there is lots. Sailors can swim all year round at one of the several beaches. The beaches here, they say, are the equal of Hawaii's Waikiki. Fishing is fun, too, even if the boats are expensive to rent. A cheaper pastime is a drive or bus ride around the island for a look at Guam's tropical splendor and picture-postcard views.

Then there are sports. Navy personnel here play every sport in the books and games are organized by the various activities. In the evening, there are the clubs and the movies in several open-air amphitheatres. Moviegoers on Guam in the rainy season are a hardy lot. The veteran cinema fan brings his raincoat, slips into it when the deluge comes—and stays in his seat to watch the rest of the show!—J. B. Smith, JOC, USN.

MODERN HOMES like these bright and airy dwellings at Tipalao are gradually replacing the old quonset units.



Torpedoes — Ageless Weapons of War

DID YOU EVER hear about the time an American torpedo sank an enemy bus?

It was in the latter half of World War II, and one of our submarines had penetrated to the inner area of a Japanese homeland harbor. A big transport was tied up to a pier there, unloading passengers into a bus. Our sub turned loose a torpedo, and the torpedo—as many did in World War II—passed under the ship. It blew up the pier. The result: “Scratch one bus.” It was “scratch one transport,” too. The ship was sunk by the same blast.

Most of the world knows of the great part American submarines played in winning World War II, and most of the world knows something of the history of undersea craft, back to their origin. Not so well known is the history of the interest-

ing, intricate and rather ancient torpedo. And actually, a torpedo without a submarine can be more important in time of war than a submarine without a torpedo. In fact, until submarines branched out into troop-carrying and fuel-carry-

These Flying Silver Fish Have Done Much Damage— Even Knocked Out a Jap Bus

ing jobs, almost the only purpose of a submarine was to deliver and fire torpedoes.

The purpose of this article is to tell you something of the torpedo family tree.

The first device at all resembling

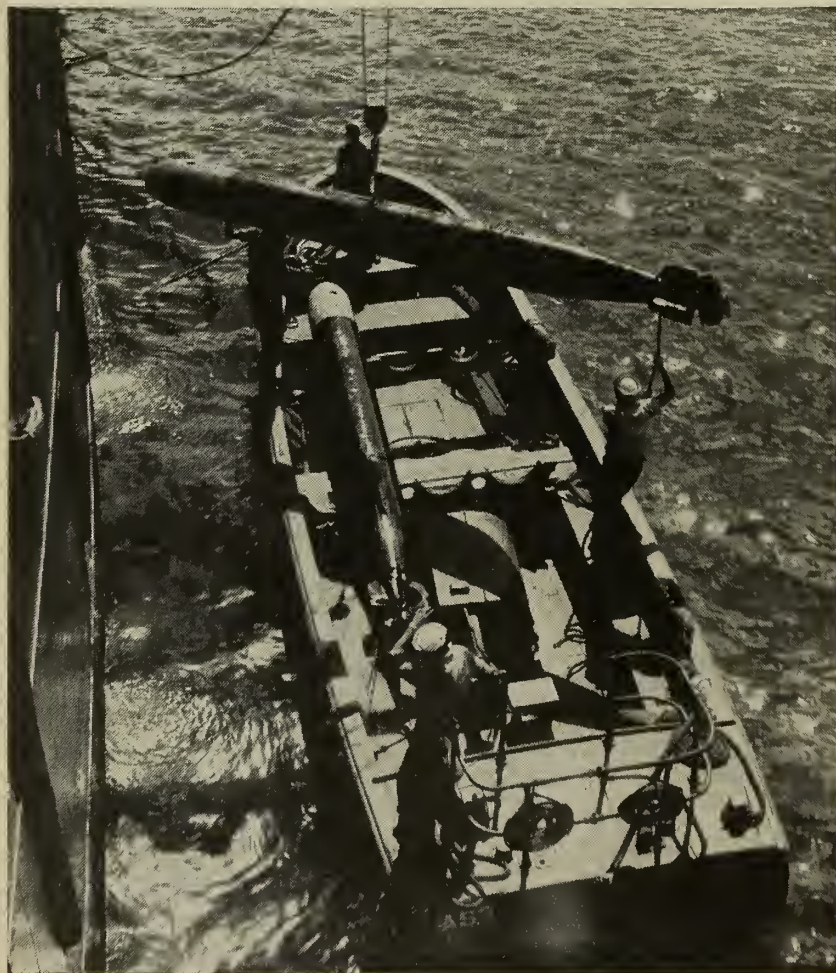
a torpedo seems to have appeared on the scene about 1585. That year, an Italian engineer named Gianibelli partially destroyed a blockading bridge of boats across the Scheldt River at Antwerp, Belgium. To do it, he used a number of “small vessels,” each of which carried a quantity of gunpowder. These “infernal machines”—as people called such things in those days—were exploded by a clockwork mechanism.

In 1730, the French scientist Desaguliers experimented with rocket-type torpedoes which were fired underwater and were said to have destroyed several boats.

Forty years later, Captain David Bushnell, USN, submarine pioneer, invented a device which, although called a torpedo, was essentially a floating keg-mine. It was useful mainly near shore, and only where there was a certain amount of current. This Revolutionary War weapon was floated downstream until it fouled a target. Then a lanyard leading to the device from the shore was pulled setting the mine off.

It was one of Captain Bushnell's torpedoes (or mines) which probably first took a trip in a submarine. The submarine was a one-man affair, and an Army man by the name of Sergeant Lee took it out, along with a torpedo, to attack a British man-of-war. He got under the ship—HMS *Eagle*—and tried to fasten the torpedo to the ship's hull. But he wasn't used to operating the sub, and the screw for fastening the torpedo to the ship failed to penetrate the copper sheathing of the man-of-war. He failed, and had to return to shore with mission unaccomplished.

Another “torpedo attack,” using Bushnell's floating mines, stirred up even more excitement, although not one of the enemy was laid low by it. The incident took place on the Delaware River in the dead of winter. Bushnell's men set a considerable number of the torpedoes afloat among the ice cakes in the river, expecting them to float down and explode against the British ships. But the British ships had moved to wharfs along the shore to escape the ice, and the mines floated harmlessly by. Even though the attack mis-fired, it completely demoralized the British sailors for a time. The



TIN FISH destined for a Fleet submarine are unloaded from a sub tender. These sleek weapons are a far cry from Gianibelli's crude gunpowder boats.

affair has come down through history all the way from the Revolutionary War as "the battle of the kegs."

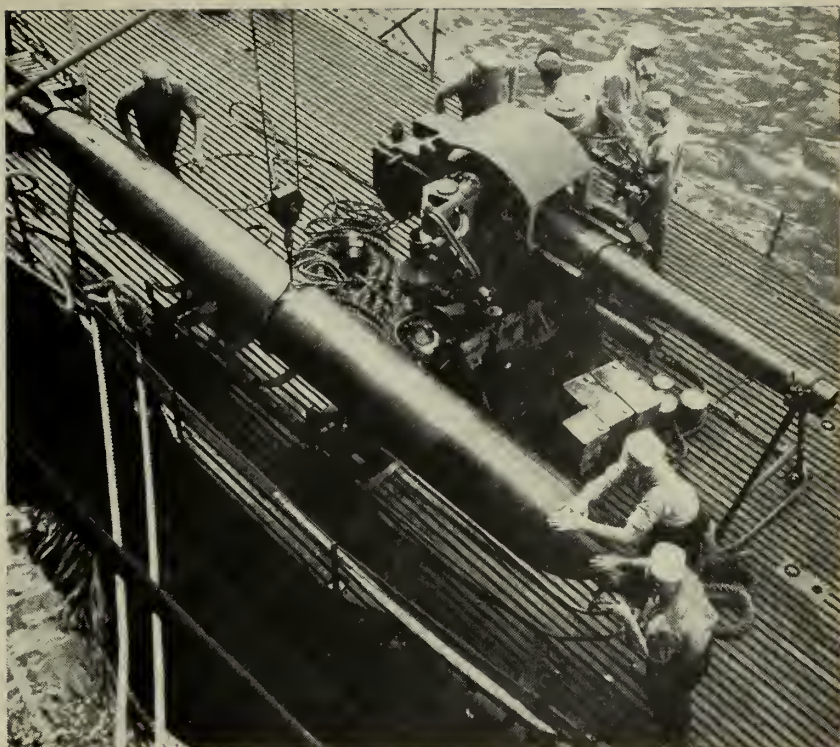
The next man to take up torpedo work seriously was the famous Robert Fulton. His first attempts weren't successful, but in 1801, at Brest, France, he destroyed a small vessel with a submarine mine containing 20 pounds of gunpowder. His mine-like device, like the small explosive vessels of Desaguliers two and one-half centuries before, was designed to be fired by a clockwork device. Fulton was the first to demonstrate that an explosion beneath the surface causes more damage than one at the surface. He also proposed the spar torpedo, about which you will hear more, presently. And the small vessel he sent to the bottom at Brest is the first ship known without a doubt to have been sunk by a torpedo.

Up to the beginning of the Civil War, torpedo work was mostly experimental and unsuccessful, though some of it had desperate intentions behind it. Fulton blew up several more small vessels in the way of experimentation, and then, in the War of 1812, destroyed a British brig. This he did by use of two torpedoes, each of which contained a 180-pound charge of gunpowder and a clockwork firing device. In 1812 and 1813, another American—a Mr. Fix—made several attempts to blow up British ships with torpedoes, but didn't have any luck.

Then in 1829, a colonel named Samuel Colt began investigations in the torpedo field. Thirteen years later, he developed a system of firing mines by electricity. In one instance, he employed a wire 40 miles long, history tells us, "with complete success."

But it was in the Civil War that torpedoes came to the fore as practical weapons, and the Confederates made considerable use of them. Why just the Confederates? Because the Union forces had plenty of ships, and used them in confined waters. The Confederates had few ships, and thus presented fewer targets.

Although hundreds of attempts to torpedo ships were unsuccessful, the "Rebels" succeeded in sinking or destroying seven Federal iron-clads, nine gunboats, six transports and one cruiser. In addition, they damaged two armor-clad ships, three gun-



ELECTRIC TORPEDO was a World War II secret and accounted for more than a million tons of Jap shipping. These torpedoes show no tell-tale wake.

boats, one transport and one large cruiser. The only important Federal success at torpedoing a Confederate ship was the destruction of the armored ship *Albemarle*. However, the southerners—through mistake or accident—blew up three of their own ships with torpedoes.

For the *Albemarle* sinking, the Yankee attacker, Lieutenant Cushing, used a spar torpedo. That type of weapon, well known in naval circles of the time, was primarily a keg of explosives fastened onto the end of a long, hinged spar that looked something like a pivoted bowsprit. In an attack, the torpedo boat approached until the end of the spar, with "torpedo" attached, could be lowered beneath the target ship. Then the torpedo was fired. Such an attack was dangerous for the attackers, and could be prevented rather easily by the defenders.

Another torpedo of that time was the "otter," designed by Captain Harvey of the Royal Navy. It was a cigar-shaped weapon with fins and rudders. It was towed at the end of a line, like a paravane.

While all this was going on, several different inventors were thinking about self-propelled torpedoes. Among these were a Mr. White, a Mr.

Willoughby and a Mr. Ramsey in the U.S.; Robert Whitehead, an Englishman, and Captain Lupuis of the Austrian Navy. It was Captain Lupuis, with the help of Mr. Whitehead, who had the greatest success.

The idea of a small self-propelled boat carrying an explosive charge and directed from a distance first occurred to Captain Lupuis in 1860—five years after America's Mr. White had thought of it and had been given "the brushoff" by naval authorities. But it wasn't until Captain Lupuis joined forces with Mr. Whitehead, four years later, that he did much about his idea.

Soon, a self-propelled explosive boat had been built and was being guided around by long wires. But the inventors decided that better ways of steering a torpedo could be devised. In 1866 the truly self-contained Whitehead torpedo was first demonstrated. Two years later, in 1868, it was adopted as one of the official weapons of the Austrian armed forces. Speed of the Whitehead torpedo at that time was seven knots. This is not a great speed today but at that time it was impressive.

Whitehead's torpedo was propelled by a little compressed-air engine of the reciprocating piston type.



SILENT SERVICE, the submarine service, was the outgrowth of the development of the torpedo. Above: Warhead alone is almost as big as a sailor.



SUNDAY PUNCH is stowed on board as a crew prepares for a war patrol. In World War II, U. S. subs kayoed the bulk of Japan's merchant fleet.

Although primitive at first by modern standards, the "Whitehead" quickly grew into something that looks no more out of date today than last year's automobile. By 1887, the speed and range of the Whitehead torpedo had jumped to 27 knots and 400 yards, respectively. By 1890, the Whitehead was the standard torpedo of all the world's navies except the U.S. Here, it was used in approximately equal numbers with the Howell. By 1900 it possessed most of the major features of the World War II weapon.

Meanwhile, in 1870, Captain J.H. Howell, U.S. Army, had designed a torpedo which had a very different type of motive power from that of other torpedoes of any era. Before the weapon was launched, a flywheel inside it was set spinning at a speed of 10,000 revolutions per minute. When turned loose in the sea, the torpedo was powered by the "coasting" flywheel, which was geared to its propellers. Also, the gyroscopic effect of the heavy whirling flywheel tended to keep the weapon on a straight course. Captain Howell also was the first person known to have made use of the variable-pitch propeller.

In 1874, the Naval Torpedo Station at Newport, R.I., then only five years old, began work on two new types of torpedoes. One was driven by compressed air and the other by carbonic acid gas. Both had three-cylinder reciprocating engines and both had hydrostatic depth control. They could go approximately 900 yards at 20 knots.

Developments came thick and fast from that time till 1900, and around the turn of the century a strictly American design came into being—the Bliss-Leavitt. This model soon replaced the Whitehead in the U.S. Navy, although the Whitehead was retained by other countries.

While mentioning the developments which occurred toward the end of the 1800s, one shouldn't neglect J. L. Lay and his invention of 1873. It was a controllable torpedo, propelled by a carbonic-acid gas engine. The steering was done by electricity, and the electrical impulses were sent to the torpedo by wire. The wire was fed out from a reel at the launching point as the torpedo traveled along. Lay's torpedo wasn't adopted by the U.S.; Russia used it for some 10 years.

It was in the last couple of dec-

ades of the 1800s that the torpedo became something definitely different from the mine. For a long time, the two weapons were one and the same. Actually, when Admiral Farragut was damming the torpedoes on his way into Mobile Bay, he was talking about what we would now call *mines*.

Most any torpedoman can tell you so much about torpedoes of the last 50 years that you'll practically be an expert on the subject. But in case he won't here are a few facts of interest:

For many years, most U.S. Navy torpedoes have been powered by a turbine-type "air-steam" engine. (Note that the word isn't *air-stream*.) Compressed air does much to spin the turbine; to help, an alcohol fire heats the air up. The heat from the burning alcohol also turns water into steam, and that too kicks the turbine around.

Another type is driven by electricity, which is provided by storage batteries. Early U.S. development of this type resulted, in 1917, in a torpedo which could travel approximately 3,500 yards. Speed: 27 knots. Two of these were built at New London, Conn. The Newport torpedo station fired them occasionally until 1931, but the Navy didn't adopt that type for use.

A German electric torpedo was captured in 1942 and turned over to a U.S. commercial firm to be duplicated. Later, the duplicate unit was sent to Newport to be equipped with directional and depth steering mechanism and to be fired on the torpedo range there. By the end of 1943, American electric torpedoes were going out with U.S. subs, and



LOADING UP, a sub crew deftly guides a torpedo into the hold. Self-propelled fish like this originated with the Whitehead torpedo of 1866.

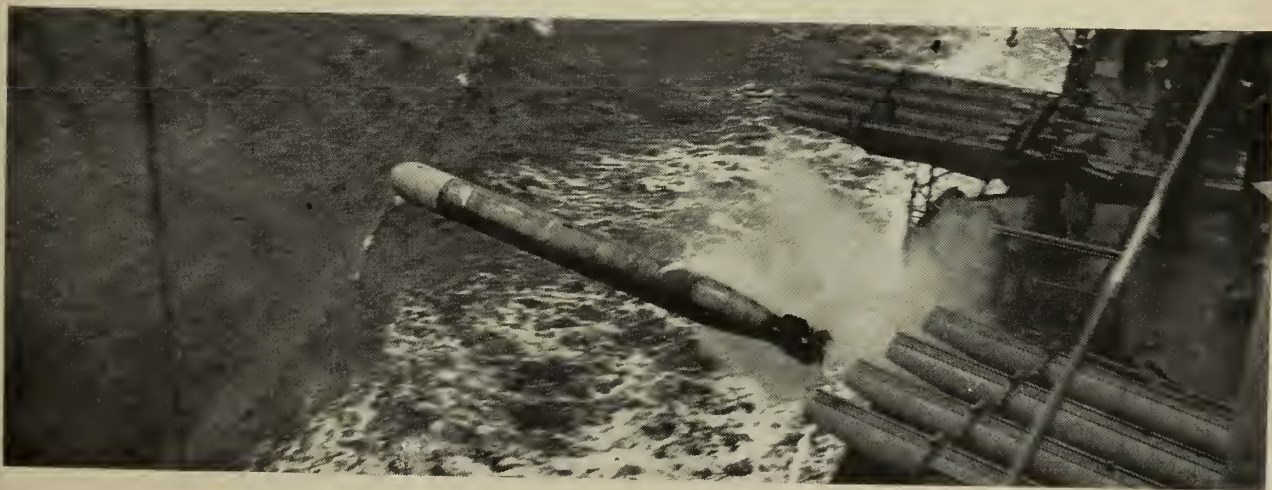
in 1945 almost two thirds of all torpedoes fired by the Navy were electric. Principal advantage: no tell-tale exhaust trail.

Most of the various torpedoes have had much the same horizontal-steering device for some time—a small unit with a gyro for brains. Depth is governed by a "depth engine" which receives orders from a hydrostatic diaphragm and a pendulum. Exploders, in most cases, are made to go off on contact with the target, but some are activated by the

magnetic field of the target ship.

Warheads of World War II torpedoes carried 400 to 800 pounds of TNT or torpex. Torpedoes could deliver this destructive force at speeds up to 45 knots or more, and to distances of several miles—with fair accuracy if settings were exact and if everything worked out right.

As for what torpedoes of 1951 (and later) will carry in their fore-castles, designers have plenty of leeway within weight limits. This goes for their power plants too.



FIRE TWO! A torpedo leaps from a destroyer's tubes. Modern fish have a speed 6 times that of old Whiteheads.

LETTERS TO THE EDITOR

Striking for Seabee Rating

SIR: Because we maintain and service vehicles for all ships in the area, there is an automotive division organized on board this ship during its present cruise. Can I strike for mechanic third class and remain assigned to the ship?

If this rating is open only to CB personnel, then I would have to strike for engineman third class and I do not have the required 24 months of obligated service to attend the Class A Engineman School, unless I agree to extend or reenlist.

Would it be possible for me to enlist in the Naval Reserve when my USN enlistment expires in June 1952 and thereby obtain the necessary obligated service?—R.L., SN, USN.

• **Advancement to CM3**—or any Group VIII rating—is available only to CNs, according to paragraph 5, BuPers Circ. Ltr. 12-50 AS&SL, January-June 1950. A change from SN to CN can be made as the result of duty in an organized CB activity or a course of instruction at a CB school only.

You may meet the obligated-service requirement for assignment to a service school by signing an agreement to extend your present enlistment only. It is not possible for you to obligate yourself now for active duty in the Naval Reserve at some later date.

There is no policy or regulation that forbids your striking for the EN rating. The EN school, though a great help, is not a requirement for advancement to EN3, however. If you decide to choose engineman as your rating, you should first qualify for a change from SN to FN.—Ed.

Transporting Goods in a Trailer

SIR: Having been ordered from the east coast to the west coast for a permanent change of duty, I transported the bulk of my household effects in a trailer attached to my own automobile.

Is there any authority by which I may be reimbursed for this?—N.E.W., MACH, USN.

• No. There is no authority, under current regulations, for the shipment of a trailer—with or without property—at government expense. Therefore, you are not entitled for reimbursement for the household goods and personal effects transported in a trailer.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Proper Uniform for Stewards

SIR: Which is the proper uniform for stewards in an inspection—the mess jacket, or the white undress jumper? Or, is there no specific uniform prescribed for wardroom stewards?—V.G., SDGI, USNR.

• Uniform Regulations, Art. 7-10, footnote 14, states that the steward's white jacket shall be worn by personnel of the steward group when performing duty in the wardroom on board ship. The trousers worn with this jacket shall conform to the uniform of the day.

The type of rating badge to be worn on these jackets is prescribed in Art. 9-70(b), footnote 6 of the table. Also see ALL HANDS, July 1951, p. 28.

In some commands the inspecting officer may prescribe different uniforms for personnel to wear at inspection. In cases of this sort, it is considered proper for all personnel in a particular group to be in the same uniform.—Ed.

AOL Chargeable as Leave

SIR: Is AOL time which is excused by the commanding officer as unavoidable, chargeable as leave? For example, an enlisted man is granted leave to expire 0800, 1 February. He returns to naval jurisdiction at 0640, 2 February, and is AOL 22 hours, 40 minutes.

Is the man subject to checkage in accordance with Art. C-6303 and Art. C-6502, BuPers Manual, or should the period of excused AOL be charged as an emergency extension of leave?—F.C.M., YNCA, USN.

• A member who is granted leave to expire at 0800 on 1 February at his regular permanent duty station, but who does not report until 0640 on 2 February, must be charged one day of leave for 1 February, even if the over leave is considered unavoidable.

The additional day of leave may be considered as an emergency extension of leave and should be charged against earned leave, as provided by Art. C-6304. If earned leave is exhausted, it should be charged to advance leave not subject to pay checkage, but subject to future accrual.—Ed.

Change of Rating from YN to HM

SIR: A Navy doctor told me that during the war he was in the V-12 program and the Navy paid his way through medical school.

Does the Navy still maintain this policy? If so, what procedure is necessary to apply for this training? If the answer is negative, is it possible for a YN3 to change his rating to HM3?—A.T.B., YN3, USN.

• The Navy has discontinued the V-12 program whereby members were paid expenses for medical school.

In order to change your rating from YN to HM there are prerequisites which must be met prior to the submission of the letter of request, which are: (1) must volunteer for duties in the Hospital Corps; (2) must have normal color perception; (3) must have a score of 100 in the GCT and ARI tests; (4) must be interviewed by a naval medical officer and certified as temporarily qualified for duty in the Hospital Corps; and (5) must have at least 18 months obligated service from date of entry in a Hospital Corps school or agree to extend his enlistment for the required time.

If these qualifications are met, you may submit an official request to the Bureau of Naval Personnel via Bureau of Medicine and Surgery through the chain of command, requesting a course of instruction at a basic Hospital Corps school, and change of rating to corresponding pay grade in the Hospital Corps on satisfactory completion of the course.—Ed.

Enlisted Billets in Intelligence

SIR: What are the qualifications for an enlisted billet with Naval Intelligence? I have been studying identification work and am qualified to type and classify fingerprints, and am trained in lifting and preparation of fingerprints for legal evidence.—F.K.L., ATAN, USN.

• Enlisted personnel are ordered to duty in the Naval Intelligence organization solely for the purposes of performing duties of their rating, and not for purposes of performing specific intelligence duties.

The only enlisted ratings required by the Naval Intelligence organization are YN, SK, DK, RM, TE, PH, HM, AD, AO, and AL. The need for all but a few of these ratings is extremely limited.—Ed.

LDO Commissions

SIR: Has the Navy considered making enlisted men eligible for LDO commissions on the basis of the USAFI 2CX second year college level test? I am told that as recent as mid-1948 enlisted men who passed this test were considered when commissions were granted.

Is there any chance of commissions being given to first class petty officers who have less than 10 years' service but have passing grades on the 2CX, high quarterly marks and are considered of officer caliber?—G.L.G., ENI, USNR.

• The Officer Personnel Act of 1947, which authorized the limited duty officer rank structure, was passed by Congress with the understanding that the LDO program would permit outstanding warrant and enlisted personnel, who would not otherwise be eligible due to age and educational qualifications, to achieve commissioned grades of ensign to commander, inclusive. In view of this fact, no educational requirements above the high school level have been set for initial eligibility to participate in the yearly increments of the LDO program.

Education is considered by an LDO selection board as one of the attributes of good officer material but it is not the determining factor. All facts in a man's record are carefully weighed by a selection board and compared with all other applicants before a final decision is made.

Education does play a part in determining the chances of an LDO appointee to continue successfully his career as a Regular Navy officer. Information on this subject is included in ALL HANDS, May 1950, p. 53.

The 10-year minimum service requirement is prescribed by law and cannot be waived in any case.—Ed.

Steward's White Jacket

SIR: Please describe the regulation steward's white jacket. Is it the same type of jacket that non-rated men wear. Is it the present mess jacket, or is there a different jacket for rated men?—W.H.H., SD1, USN.

• Uniform Regulations, Art. 7-15.1, describes the "Jacket, White, Steward's," as follows: "This garment shall be made of bleached cotton twill. It shall be single-breasted, with coat-style sleeves, and fly front fitted with five plain white detachable buttons. It shall have a standing collar with V-shaped opening closed at base with a metal hook and eye."

This jacket is worn by men of the steward's group when performing duty in the wardroom on board ship. It is the same style for petty officers and non petty officers. The steward's white jacket is often improperly called a "mess jacket."—Ed.

IC Class B School

SIR: Please advise me of the convening dates and the location of the Naval School, Interior Communication Electricians, Class B.—L.C., IC2, USN.

• Classes at the Naval School, Interior Communication Electricians, Class B, were scheduled to convene at Naval School, Naval Receiving Station, Washington, D.C., on 10 Sept 1951, and at 14-week intervals thereafter. The length of course is 42 weeks.

The procedures for applications to enter naval schools, and the eligibility requirements are found in List of Navy Schools and Courses, NavPers 15795 (revised April 1951).—Ed.



Taxes on Retirement or Retainer Pay

SIR: It is my understanding that retirement or Fleet Reserve retainer pay is exempt from federal income taxes. As a member of the armed forces who has completed 30 years' federal service, is my retirement pay subject to the tax?—P.H.Q., BMC, USN.

• Generally speaking, compensation received by reason of retirement or Fleet Reserve retainer pay is taxable for income purposes the same as pay received for active service in the armed forces.

Specifically, Section 22(b) (5) of the Internal Revenue Code provides that amounts received as a pension, annuity, or similar allowance for personal injuries or sickness, resulting from active service in the armed forces of any country, are excluded from gross income for federal income tax purposes, and the Commissioner of Internal Revenue has held that the retired pay of persons retired for a physical disability incurred in active service is excluded from gross income under this section.

Prior to the enactment of the Career Compensation Act of 1949 this disability retirement pay was completely excluded from gross income. However, section 402(h) of the Career Compensation Act of 1949 provides that where the disability retirement pay of a retired member of the armed forces is computed on the basis of his longevity, the excess of such disability retirement pay over the amount he would receive if the disability retirement pay was computed on the basis of the percentage of his disability, is not excluded from gross income under section 22(b) (5) of the Internal Revenue Code. The effect of this statute places a limitation on the part of disability retirement pay which can be excluded from gross income for federal income tax purposes.—Ed.

Both in Armed Forces

SIR: What is the picture on basic allowances for quarters when both a husband and wife are members of the armed forces? In my particular case my wife and I are stationed at the same base and no married quarters are available.—C.B.B., PNI, USN.

• Your particular case is covered by SecNav Letter 51-329 (NDB, 15 May 1951). This provides in part that in the case where both husband and wife are members of the uniformed service with no other dependents, and are stationed at the same or adjacent posts or stations where no quarters are available for assignment to the husband for occupancy by himself and his wife, the husband may be authorized the basic allowance for quarters prescribed for a member without dependents.

The fact that the wife may be drawing in her own right a basic allowance for quarters as a member without dependents does not preclude the husband from drawing the basic allowance for quarters as indicated above.—Ed.

LSUs: Fleet's Workhorses

SIR: I am writing regarding the article "The Navy Inspires Respect" (ALL HANDS, February 1951, p. 18) in which an LSU in a photo is called an LST. As a crew member of an LSU, I'd like to say we are proud of our ships and prefer to have them called by their right names.—A.H.B., EM3, USN.

• You are correct. The photograph is that of an LSU and not an LST as a typographical error described it in the caption. Dubbed the "workhorse" of the Fleet, the LSU is a utility landing ship. In late 1949 the landing craft tank (LCT) was redesignated landing ship utility (LSU). The LSU is an important member of the amphibious landing ship family. They are used for many utility services in harbors and overseas bases. LSUs are a familiar sight in Korean waters.—Ed.

Normal Tour of Overseas Duty

SIR: What is considered a normal tour of overseas service for naval officers?—S.W.S., LCDR, USN.

• A normal tour of overseas service varies from 9 to 24 months according to the area concerned. According to BuPers Circ. Ltr. 74-50 (NDB, January-June 1950), this tour is considered completed when an individual has spent the established period in the area concerned, exclusive of transit time to and from the locality.

Certain overseas locations are designated as "foreign-shore duty" and may be combined with sea duty in one cruise for rotational purposes.—Ed.

Naval Reserve Retirement

SIR: According to Public Law 810, 80th Congress, no person who was a member of a Reserve component on or before 15 Aug 1945 shall be eligible for retirement benefits unless he performed active federal service during any portion of either of the two periods beginning 6 Apr 1917 and ending 11 Nov 1918 and beginning 9 Sept 1940 and ending 31 Dec 1946.

I have had service in both the Regular Navy and Naval Reserve prior to 15 Aug 1945 but not during the two periods mentioned. On 12 Aug 1940 I was honorably discharged from the Naval Reserve and was placed on the 6th Naval District Commandant's list of key personnel and deferred for the duration as non-replaceable. During that time I held a Civil Service position.

On 28 Jan 1947 I reenlisted in the Naval Reserve and was ordered to active duty on 8 Sept 1948. I reenlisted on 28 Jan 1951 and am still on active duty.

Can you clarify the requirements for qualifying for retirement under Public Law 810?—H.W.C., YNC, USNR.

• Your ineligibility to qualify for retirement under Public Law 810 is similar to that of several thousand other Naval Reservists. This group, within the scope of the language of the Act, performed no "active federal service," and includes technical, communications, aviation and Merchant Marine personnel.

It is understood that the Civilian

Request for 30-Year Retirement

SIR: Early next year I will complete 30 years of continuous Navy service. How far in advance of the actual completion date may I submit my request for retirement?—D.W.F., LT, USN.

• You may submit a request for retirement about three months in advance of actual completion date.—Ed.

Components Policy Board still has under study an amendment to the non-disability Reserve Retirement Act which, if enacted into legislation, will exempt from the requirement of active federal service before 31 Dec 1946, certain Reservists who were denied an opportunity to serve on active duty within the limiting dates.

Meanwhile, it is suggested that you continue your participation in the Naval Reserve in order to be eligible for full benefits should the proposed amendment be approved.—Ed.

USNR Uniform Gratuity

SIR: Following World War II, when I held a temporary commission, USN (T), I reverted to CPO and took my discharge from the Navy. In 1947 I joined the Naval Reserve and was given back my commission.

Last year I went on active duty and was told by a Supply Corps officer that I was entitled to a \$250 uniform gratuity for Naval Reserve officers. My present supply officer and I haven't been able to come to a definite conclusion over this. What do you make of this situation?—J.H.B., Jr., LT, USNR.

• The Comptroller General has consistently held that payment of the initial uniform allowance can be made only once.

The Assistant Comptroller General Decision B-73731 of 1948 determined that an officer who was first appointed from an enlisted status to a temporary commissioned or warrant rank in the Regular Navy, and who received the \$250 uniform allowance provided by the Act of 24 June 1941, would not be eligible for the \$100 initial uniform gratuity or the \$150 National Emergency Uniform Allowance, provided by the Naval Reserve Act of 1938, upon first reporting for active duty after accepting an appointment as an officer in the Naval Reserve.

You will, however, be eligible for the \$50 additional uniform gratuity upon the completion of four years' commissioned Reserve service, provided you have performed the authorized duty requirements. Information on this is contained in Article II-8705, BuPers Manual.—Ed.

Wearing Small Arms' Ribbons

SIR: Is a man authorized to wear the Navy expert rifleman and expert pistol shot ribbons with his other campaign bars if he was issued the medals as far back as 1932 and 1933? Some men believe you must qualify each year to be entitled to wear the ribbons. During World War II the Fleet matches were not held and there was no opportunity to requalify for the medals—F.O.P., FCC, USN.

• Navy Uniform Regulations, Art. 12-2, par. (b), provides, "If an individual fails to requalify as expert rifleman or pistolshot within four years from date of previous qualifications, his right to wear the medal or ribbon ceases."—Ed.

Travel Allowance for Dependents

SIR: The article "Travel and Transportation Allowances Are Revised for Personnel and Dependents," May 1951 ALL HANDS, page 53, states that three cents a mile is allowed for children under 12. I have two children under five. I have been told that children must be five years or older for such an allowance to be applicable. Which is correct?—A.G.K., AOU3, USNR.

• Joint Travel Regulations, revised, states that three cents per mile is authorized for dependent children between the ages of five and 12. No monetary allowance for transportation is granted dependent children under five years of age.—Ed.

Surveyors' School

SIR: I would like to know if the Navy has a surveyors' school. If there is one, where is it located and how can I request to attend?—E.S.T., SA, USN.

• A Class A Surveyors' School is located at the Construction Battalion Center, Port Huene, Calif. Quotas are assigned by BuPers and a request to attend this school should be submitted to the Chief of Naval Personnel via your CO. A request should list your expiration of enlistment and combined GCT/MECH or GCT/MAT basic battery test scores.

Information on this and other naval schools, Class A, is contained in NavPers 15795, List of Navy Schools and Courses; and NavPers 91769, Catalog of U.S. Naval Training Activities and Courses.

Copies of these publications should be available at your local personnel office.—Ed.



Correct Way to Address Waves

SIR: What is the correct way to address enlisted Waves? Except for CPOs, enlisted men are addressed by their last names. Is this the proper form of addressing enlisted Waves?—J.M.P., YNS1, USNR.

• The correct form depends on the prevailing circumstances. Under military conditions, enlisted personnel both male and female are addressed by their last names only. CPOs customarily have "Chief" preceding their last name.

In a social gathering, civilians would feel unnecessarily curt in addressing any enlisted man or woman by last name only. It is customary for those outside the service to extend to any enlisted man or woman the same courtesies they would naturally have extended to them in civil life, and to prefix their name with "Mr.," "Miss" or "Mrs." as the case may be.

Forms of address and other matters of military courtesy and etiquette were covered in ALL HANDS, July 1949.—Ed.

Big Ben Is Still Afloat

SIR: On page 16 of the July issue you say "... survivors of the sunken aircraft carrier USS Franklin (CV 13)." How come ALL HANDS has the Franklin listed as sunk when the Japanese Navy itself couldn't do it? R.U.G., BMC, USN.

• Just as the Japanese dive bomber pilot, who put two near-deadly 500-pounders into Franklin, got shot down too late, ALL HANDS caught the typographical error after the damage had been done. The word should have been "stricken," not "sunken."

Franklin is very much afloat. She is in the New York Group of the Atlantic Reserve Fleet. Franklin, a 27,000-ton carrier of the Essex class, was launched late in 1943 at Newport News, Va., and was commissioned 31 Jan 1944. She reported to the Pacific where she soon began to engage the enemy.

On 19 March 1945, while supporting the Okinawa operation, she was severely damaged in a Japanese air strike, losing over 750 men. The heroism of her officers and enlisted men in saving her is one of the epics of World War II.—Ed.

Computing Time in Grade

SIR: I have been on continuous active duty since June 1928. What is the earliest date on which I may request retirement? My date of rank as permanent chief pay clerk is 28 Oct 1942. I was appointed acting pay clerk 25 May 1942. My date of rank as ensign is 15 June 1943. I am now a permanent lieutenant (LDO).

For purposes of requesting retirement after completing 10 years' commissioned service, does the time spent in the ranks of pay clerk and/or chief pay clerk count?

What effect will my combat commendation ribbon have on my retired pay and rank?—R. E. G., LT, USN.

• In computing time in grade it must be remembered that the effective date of appointment is the commencement date of time in grade. The date of rank is assigned for precedence purposes and to establish an individual's place on the lineal list.

You are eligible for retirement on 28 Oct 1952, upon completion of 10 years' commissioned service computed from the effective date of your appointment as a commissioned officer, which date may not necessarily be the same date as your date of rank of chief pay clerk. Time spent in grade as chief pay clerk counts as commissioned service. Time in grade as pay clerk does not count.

After ten years' commissioned service are completed you are eligible for retirement in the grade in which serving on active duty at the time of retirement. Public Law 305 (79th Congress) provides that retirement pay will be computed at two and one-half times the



USS FRANKLIN (CV 13) of Okinawa fame is towed to safety by the cruiser Pittsburgh.

number of years of service to which you are entitled for the computation of your pay while on active duty.

Your Navy Commendation Ribbon will have no effect on your retired pay in rank.—Ed.

Temporaries and 20 Years

SIR: According to the article on retirement in ALL HANDS, June 1951, an officer of the Regular Navy or Naval Reserve who has completed more than 20 years' active service in the Navy, Marine Corps, Coast Guard or their Reserve components—10 years of which was commissioned service—may, at his own request and at the discretion of the President, be transferred to the retired list.

Is there a section of this retirement law that prohibits officers with temporary commissions from retiring under its provisions?—G.E.S., LT, USN.

• There is nothing which specifically excludes temporary officers from the provisions of 20-year retirement. On the other hand, there is nothing which specifically brings them within the scope of the law.

When the first temporary officer, who meets the service requirements, submits his request for retirement, a legal opinion will be rendered as to whether the law is applicable to temporary as well as permanent officers. This opinion will then, of course, be given wide publicity.—Ed.

Uniforms in Adjacent Areas

SIR: Where I am stationed the uniform for liberty is dress blue baker. On authorized liberty in an adjacent area the uniform is dress blue able. I was stopped by a shore patrolman who informed me that I should wear the uniform prescribed for this area while I am there on liberty.

Where will I be able to find out what the uniform of the day is for different naval districts? Was I right in wearing the uniform prescribed by the command to which I am attached?—J.V., YNSN, USN.

• Uniform of the day for each naval district and river command is prescribed by each individual commandant. Men on authorized leave or liberty from another command should wear the uniform prescribed by the command of the area he is visiting. Usually it is easy to find out what that uniform is.

It is general practice of all commands to advise adjacent commands of their respective uniforms of the day. This information is available in your command from several sources, such as the district public information office, base operations or the local shore patrol headquarters. While men "out of uniform" are checked by the armed forces military police, it is not the practice to hold such men, nor to reprimand servicemen who are properly uniformed according to the orders of their "home districts."—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• USS Santa Fe (CL 60): Former shipmates are invited to the fifth annual reunion to be held 20 Oct 1951, at the Hotel Essex House, Newark, N. J., at 2030. Reservations and tickets for the reunion banquet may be obtained through Frank Moran, 125 Manhattan Ave., Jersey City, N. J.

• C.B.M.U. 625: Former members interested in a reunion to be held early in 1952, at a time and place to be decided later, contact Phillip C. Sellev, 37 Remington Rd., Windsor, Conn.

• 18th Special Naval Construction Battalion: The sixth reunion will be held 6 Oct 1951 at 1900 at the Benjamin Franklin Hotel, Philadelphia, Pa. For details contact J. J. Rooney, 1924 73rd Ave., Philadelphia 38, Pa.

• 28th Construction Battalion: The third annual reunion will be held 10 Nov 1951 at the Hotel New Yorker, New York City, N. Y. For further information contact Louis Koch, 719 Grand Ave., North Bergen, N. J.

• USS LST 845: The third biennial reunion of former personnel will be held 18 to 20 July 1952 at the Mark Twain Hotel, St. Louis, Mo. For full details contact USS LST 845 Reunion Committee, 2011 N. Illinois St., Indianapolis 2, Ind.

How to Address Officers

SIR: It is my contention that all officers are correctly addressed by their rank, i.e. "Lieutenant——", "Ensign——" etc. A friend of mine claims that all officers up to and including the rank of lieutenant commander are addressed as "Mister——", and that CDRs and above are addressed by their rank, i.e. "Captain——". Which of us is right?—F.L.B. HM1, USN.

• Depending on the circumstances you both could be right. Article 1312, Navy Regulations states that every officer in the naval service shall be designated and addressed in official communications by the title of his or her grade.

However, in oral official communications male officers below the grade of commander in the Navy and captain in the Marine Corps may be addressed as "Mister——" and female officers of similar grade as "Miss——" or "Mrs.——".

Navy Regs further states that officers of the Medical and Dental Corps may be addressed as "Doctor——" and officers of the Chaplain Corps as "Chaplain——". In fact, when addressing officers of the Medical, Dental or Chaplain Corps you will be following the accepted practice if you say "Doctor——" or "Chaplain——" as appropriate. This holds true whether the officer be an ensign, a lieutenant commander or an admiral.—ED.

Fleet Reservist on Active Duty

SIR: Is it possible for a member of the Fleet Reserve on active duty to enlist in the Regular Navy?

What are the chances of a Fleet Reservist now on active duty who held a temporary commission at time of his transfer to Fleet Reserve, being appointed to his former temporary commissioned rank?—P.B., ALC, USNR.

• When your transfer from the

Requesting Diving School

SIR: Would you give me some information about the Navy's diving school? How could I put in for this school?—R.W.W., Cpl, USMC.

• The Navy has a diving school located in the nation's capital. Its full title is Naval School, Deep Sea Divers, Naval Gun Factory, Washington, D.C. Length of the course is 25 weeks. Graduates are designated **diver first class**. Quotas are available to Marine Corps personnel for assignment to this school.

In your case a request should be submitted via the appropriate administrative commands to the Commandant of the Marine Corps. The Commandant of the Marine Corps may obtain a quota from the Bureau of Naval Personnel.—ED.

Regular Navy to the Fleet Reserve was effected, such transfer was "conclusive for all purposes," according to Art. H-9409, BuPers Manual.

There is no program in effect at present whereby individuals in your category may be temporarily appointed to warrant or commissioned grades. However, it is planned that a board will be convened in the near future to consider those Fleet Reservists now on active duty in enlisted status, and who formerly held temporary USN appointments in the grades of warrant officer or above, for temporary appointment to their former grades, but not above lieutenant.

Individual applications or recommendations have not been solicited since all selections will be made utilizing the records of the Bureau of Naval Personnel and the regular CPO and POI evaluation sheets submitted by commanding officers.—ED.

Determining Dates of Sea Duty

SIR: Part 1, Par. 3(c) of BuPers Circ. Ltr. 36-50 states: "The date of termination of shore duty is the date of detachment from last shore duty to sea duty." It does not further define the words *shore duty*. Does it mean from "Bureau shore duty" or "fleet shore duty" as defined in the above circular letter, or does it mean "any duty ashore in continental U. S. where you are not in a transient status"?

I completed a tour of "fleet shore duty" at a station in continental U. S. and on 25 Oct 1949 was transferred to the Naval Training Center, San Diego, Calif., for instruction in a Class C-1 school (non-returnable quota), and further assignment by BuPers. Upon completion of the course the Bureau made me available to ComWesSeaFron for further assignment. I was transferred from the school and ordered to duty overseas 10 Jan 1950, with delay in reporting to count as leave. On 1 Feb 1950 I departed from the continental limits for overseas station duty.

Did my sea duty for purpose of establishing eligibility for shore duty start 25 Oct 1949, 10 Jan 1950, or 1 Feb 1950?—H.E.R., PNC, USN.

• The date of commencing sea duty is the date of detachment from last shore duty station to sea duty. Shore duty for purposes of sea/shore rotation is defined in paragraph 1, Part 1, BuPers Circ. Ltr. 36-50 (AS&SL, January-June 1950).

Since, upon completion of your tour of fleet shore duty, you were ordered to school for a course of instruction and not sea duty, this does not constitute a break in your shore duty.

For purposes of sea/shore rotation, your sea duty commenced on the date of transfer from school to a receiving station for further transfer to an overseas station, 10 Jan 1950.—ED.

-----Cut or tear on this line and mail to address given on blank-----

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Superintendent of Documents
Government Printing Office
Washington 25, D.C.

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NAME.....

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Camera Records Explosion Two Miles Beneath the Sea

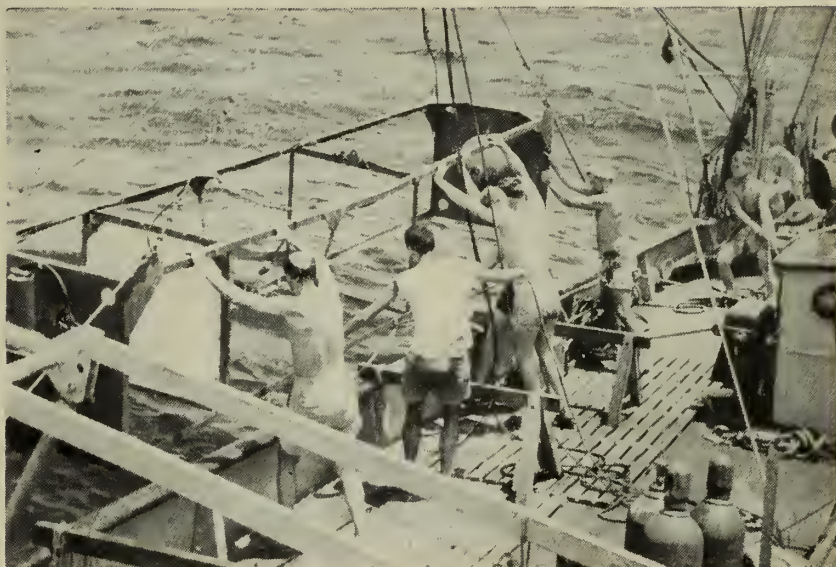
NAVAL SCIENTISTS designing ordnance equipment are now obtaining increased knowledge of the nature of underwater explosions through the use of special camera equipment.

Experts at the Naval Ordnance Laboratory had already determined the nature of explosions at shallow depth, but they also sought to find out exactly what takes place down at one or two miles beneath the surface where pressures are, in brief, tremendous.

Determination of what takes place at these depths calls for photographs. Photographs of an explosion mean high-speed cameras. Photographs taken a mile or two beneath the surface require a lot of light. A mile down it's more than just plain dark—it's black.

To solve this problem the NOL personnel under direction of Dr. Paul Fye joined forces with scientists from the Woods Hole Oceanographic Institution in Massachusetts. They came up with a rig that looked like a box kite frame.

A high speed camera enclosed in a waterproof case was mounted at one end of the frame; an array of flash bulbs at the other. Between the camera and the bulbs was mounted a diffusion screen, for better photographic presentation. The explosive charge was mounted



UNIQUE RIG containing underwater camera (far end of frame), explosive charge (small object at left) and background screen (left) is lowered into water.

between the diffusion screen and the camera. The explosive charge, the camera and the flash bulbs were then set up to operate, synchronized to within one-quarter millisecond.

The entire rig was put aboard the Woods Hole Institution's ketch *Atlantis* which then proceeded to the deep, clear water area between Florida and the Bahamas. *Atlantis* in position, the rig was secured to a one-half inch wire cable which

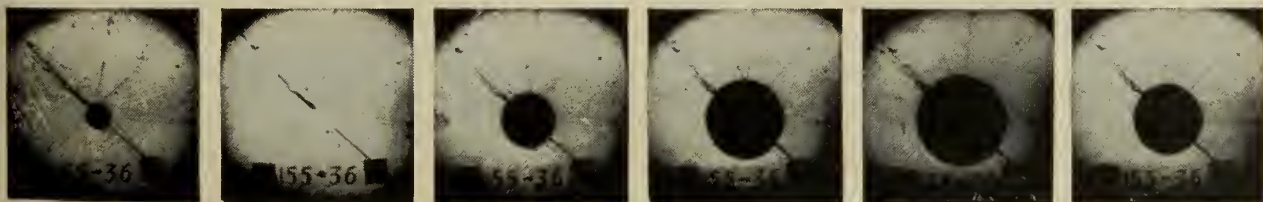
was paid out to 12,000 feet. At that depth pressure closed a switch which started the camera motor. When the motor built up to the required speed another switch opened the camera shutter, fired the flash bulbs and detonated the explosive. After 100 pictures were taken, at a rate equal to 20,000 to 30,000 frames per second, the shutter closed, the motor stopped and the rig was hauled up.

Photographs taken at the 12,000-foot depth show, among other things, that the gas bubble produced by the explosion has a very symmetrical shape which contrasts with the "ink-blot" shape produced by explosions set off at much lesser depths.

The Naval Ordnance Laboratory scientists could have tested their theories on gas formations resulting from underwater explosions by having a test tank constructed that would simulate the necessary conditions. This test tank would have cost about \$500,000 so they resorted to the sea where nature has provided the facilities.



SAILING KETCH SS *Atlantis* served as Navy's underwater explosion test ship.



DEEP SEA BANG—Charge (left) detonates (No. 2), producing gas bubble which expands rapidly, then contracts.

Brief news items about other branches of the armed services.

* * *

TWO NEW PRECISION COMPASSES have been tested and proved under combat conditions. Designed by Army's Research and Development Laboratories, Fort Belvoir, Va., the new compasses are light weight, accurate, rugged, and are water, weather and shock-proof.

One type is a small wrist compass with illuminated dial of 10-degree graduations which permits accurate day and night reading to five degrees and to an estimated two degrees. It is easily attached to the wrist over heavy Arctic clothing and mittens. In size and weight it is only one and a half inches in diameter, three-eighths of an inch thick, and weighs less than three ounces.

The other is a lensatic compass, a type required for accurate measurements in fire control directing. The compass is set in a hinged aluminum case about two inches square, and less than one inch high when closed. It weighs only four ounces.

This type also has a luminous indicator which can be set quickly and held at a predetermined azimuth either in day or night reading. Through the sighting wire and magnifying lens, magnetic azimuths can be determined with an error not exceeding two degrees of arc.

* * *

A SPINAL COLUMN of metal, rubber, nylon and ball joints; three ribs of metal stock; metal, plastic and fiberglass bones; cylinder and sleeve joint arrangements; and vinyl plastic foam "skin" help make up the Air Force's new "enlistee"—a dummy.

Designed to represent the measurements of a muscular, 200-pound man, the dummy has been developed for tests on the bone structure of humans. It is anatomically correct in body mobility, weight and distribution of weight. It can assume the same positions as a man.

The dummy will step in when it is no longer practical to use human volunteers in the tests. Its collar-bone will snap just as a human's (the collar-bone is man's

most easily fractured bone) and its skin will show the effects of cuts or abrasions. If the dummy's collar-bone should snap, scientists can study or replace the "injured" member by merely opening a zipper in the shoulder.

Studies of the effects of accidents on the frangible dummy are being undertaken in an effort to prevent or reduce the number of fractures and broken bones of human pilots who may have to crash-land planes or undergo accidents. The studies are scheduled to get under way soon at the Air Research and Development Command's test center at Edwards Air Force Base, Muroc, Calif.

* * *

A COLLAPSIBLE CONTAINER, with a capacity of 10,000 gallons, is one of the Army's latest gadgets.

Designed to help meet the requirements for storing petroleum products in the field, the new container can be used at forward areas, at truck fill stands, along the pipeline at pumping stations, and for landing operations.

The overgrown bag is made of *Buna N* synthetic rubber, reinforced by nylon cloth. It is simple to produce, easy to carry. It can be installed quickly by troops with no special training. When not in use, the container can be emptied and rolled up like a rug in a protective box, for easy, safe storage.

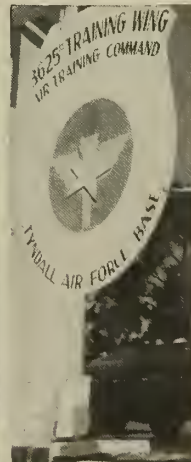
It is expected to eliminate much of the need for costly, time-consuming construction of the conventional steel tanks, used in World War II.

* * *

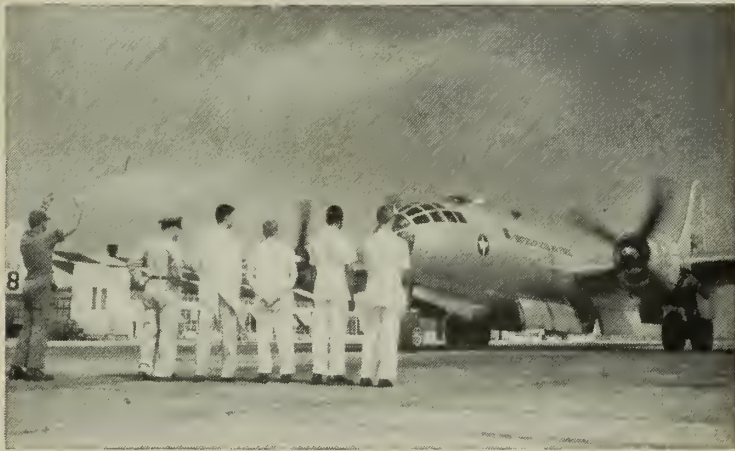
DEATH VALLEY was the scene last summer for experiments to determine the most suitable clothing gear to be worn by servicemen in hot desert areas.

These tests proved loose clothing, completely covering the body, rather than abbreviated garments such as quarter-sleeve shirts and shorts, affords better protection against the heat of the air and heat radiated from the terrain.

To evaluate tests of last summer in the light of



AIR POLICE—To safeguard its aircraft against enemy espionage or sabotage, the Air Force maintains a group of capable policemen. An 'air sheriff' (left) uses a shadow for concealment. Policeman (right) directs a motorist.



AVIATION MEDICINE—At Randolph Field Tex., Air Force scientists adapt airmen to fly farther and faster. Unique ear device (left) warns of lack of oxygen. Technicians (right) await a B-29 after a 15-hour crew-fatigue test.

actual combat conditions in temperatures averaging 106 to 120 degrees, a detachment of 63 officers and enlisted men are at Yuma, Arizona, wearing clothing specially designed by the Army for desert fighting.

The experimental clothing includes a long-visored cotton cap and cotton head-cloth, a loose fitting cotton jacket, trousers, and underwear. For protection of the feet, wool cushion-sole socks and tropical combat boots with nylon uppers and ventilating insoles will be worn.

* * *

AN OVERSIZE MEDICAL KIT containing enough drugs and supplies to care for 200 to 300 men for 30 days has been developed for flight surgeons of the Air Force.

It is named the "Flyaway Kit" because it may be air-transported and parachuted from a bomb-bay with safety and used in all kinds of terrain and weather—far north, desert or the tropics.

The kit is divided into three parts, and is adapted for use by a flight surgeon and two medical airmen assistants. One part is a conventional surgeon's bag containing a stethoscope, standard drugs and pills. A second section, largest of the kit, consists of 18 fiber-board cartons weighing up to 36 pounds each.

The third part of the kit is an aluminum field chest for protection of perishable drugs, instruments and sterilizers from rough treatment. Additional space has been retained to permit inclusion of special items needed to meet demands created by local conditions.

* * *

AN ENDOSCOPIC CAMERA to photograph the interior parts of body cavities such as the eye, ear, nose and throat has been developed by the Air Force's School of Aviation Medicine at Randolph AF Base, Tex.

To meet the special needs of doctors and dentists, the camera will operate at any speed from 12 seconds to 1/1000th of a second, and by use of an adapter lens can record magnification on standard 35-mm. film.

Standard instruments used for looking into body cavities can be attached to the camera as accessories. (The term "endoscopic" refers to probing into body

cavities.) By funneling light through these instruments, interior parts are illuminated and photographed through a small, adjustable lens.

The experimental camera—the only one of its kind—is housed in a compact aluminum case, equipped with a safety glass light port which permits free flow of light and at the same time shields the patient from possible injury in case of flash bulb explosion. A series of attachment lenses permits a wide variation of focal lengths, permitting pictures to be taken at an optimum distance from the area to be photographed.

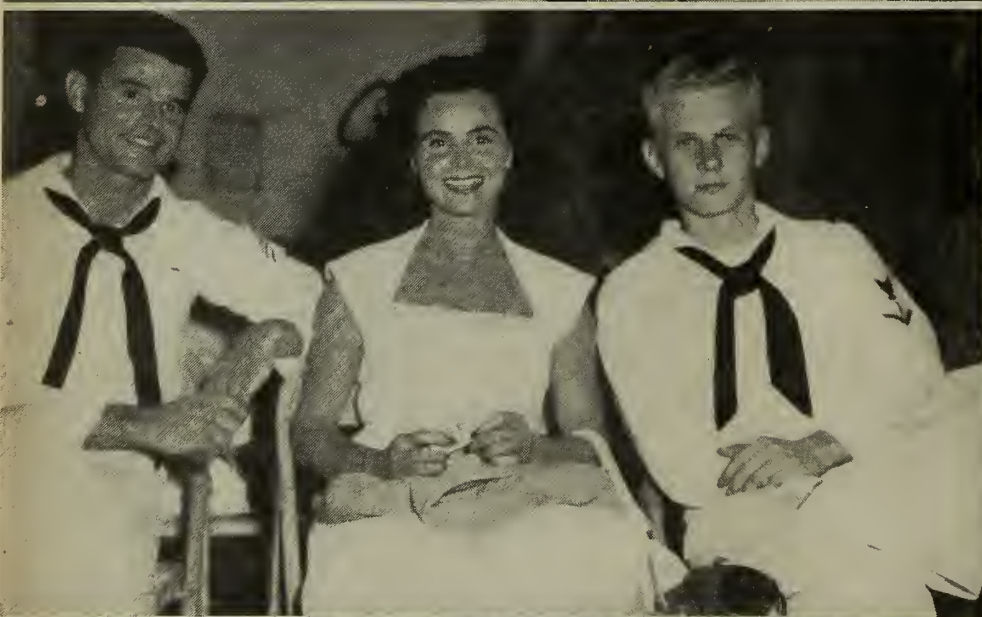
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A LIGHT-WEIGHT 38-CALIBER REVOLVER, about one-third the weight of the 45-caliber automatic now in use in the Air Force, may replace the heavier model.

Three new models of 38-caliber revolvers will be tested by 2,000 airmen. The revolvers use a two-inch steel barrel with frames and cylinders made of light-weight high tensile strength aluminum alloy. The lightest of the three models weighs 10.5 ounces, and the heaviest, 14 ounces.



NEW SERVICE .38 which weighs only about one-third that of the old .45-caliber (left) is being given tests.



TODAY'S NAVY

Navy Relief Society Always Ready to Provide Aid to Naval Personnel and Their Dependents

As a result of the Korean conflict and the declaration of the national emergency, many thousands of new personnel have entered the Navy and Marine Corps. This mobilization has created new problems for some of the personnel, particularly family disruptions and adjustments.

The Navy Relief Society—a private non-profit corporation closely affiliated with the Navy but not an official part of it—offers timely and appropriate aid, either financial or with information and advice to naval personnel and their families.

The society wants every man in the Navy to know and to tell his family what the society is, how it operates, what it does and doesn't do. It is the Navy's own organiza-

tion to take care of its own people. Those having real problems, financial or otherwise, should have no hesitancy in bringing them to the Navy Relief Society's office nearest to their duty station or home port.

The Navy Department is interested in making available to all officers and enlisted personnel full information on where to go and what to do in obtaining assistance for themselves and their families in time of need. To this end, BuPers Circ. Ltr. 137-51 (NDB, 15 Aug 1951), contains an enclosure entitled "Information on Navy Relief Society."

The circular letter enclosure tells the nature of the society, its general purposes and policy. It explains the nature of financial assistance and what assistance may be expected, as well as what may not be expected. Also, there is information about services other than financial and how to obtain assistance from any one of the 42 auxiliaries of the society. Personnel and their families outside of areas served by these auxiliary offices may apply for assistance by written application (letter) or telegram. In many such cases the society receives the cooperation of local chapters of the American Red Cross.

Assistance to dependents of deceased personnel, point by point in the circular letter, is summarized here:

When an officer or enlisted man,

←The Navy in Pictures

WHITE HAT of today (top right) pays his respects to Americans killed in the Battle of San Juan Hill, Santiago, Cuba. Above left: Former Gloria Del Grosso, here looking around USS *Leyte* (CV 32) of which she was selected "Queen," upped and married A. E. Stuart, TEM2, USNR, (right) who proposed her name. Left center: Bright-eyed French girl sits between two proud Navymen at dance on board USS *Oriskany* (CV 34) off Cannes, France. Below left Joe Revak, SN, USN, plays squeezebox for shipmates of FASRon 110. Below right: Miss America aspirant, trim Audrey Mistretta, is the 18-year-old daughter of a Navy chief electrician's mate.

YESTERDAY'S NAVY



Marine Corps established by Congress 10 Nov 1775. German fleet surrendered to British and U. S. naval vessels off Firth of Forth on 21 Nov 1918. Navy sank 28 Jap ships in Battle of Guadalcanal 12-15 Nov 1942.

NOVEMBER 1951

SUN	MON	TUE	WED	THU	FRI	SAT
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4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
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INTERVIEWS made on board ships (left) by Tom Howard, JO3, and Merritt Hadley, PH3, are cut on paper discs (right) for interviewee's hometown radio.

active or retired, dies or is killed in service, the society visits or writes the dependents to offer aid, if needed. Briefly, this assistance includes:

- Financial help with expenses while awaiting government benefits.

Under Secretary F. P. Whitehair

An infantry top sergeant in World War I and a Navy lieutenant commander in World War II, the new Under Secretary of the Navy, Francis Preston Whitehair, brings to his post an understanding of military and naval affairs.



Mr. Whitehair

Mr. Whitehair, a lawyer and railroad and corporation executive, was admitted to the bar when he was 20 years old. Between military careers, he has carried on legal activities both privately and for the government. Most recently, he has been general counsel to the Economic Stabilization Agency.

During World War II, Mr. Whitehair served on board *uss Fechteler* (DD 870) as gunnery officer. Later, in the Pacific theater, he had duty in the Ellice group, the Marshalls and Gilberts. He also had duty with the assault forces on Saipan and with the Third Amphibious Force during the Guam landing operation.

- Transportation of dependents to family home.

- Assistance to families in such typical situations as sickness, hospitalization, death or equivalent emergencies which are urgent and require immediate attention.

- In special cases, assistance in keeping minor children in primary and secondary public schools when family income is insufficient to provide books, clothes, lunches etc.

Usually the above type of assistance is given as an outright grant.

For living personnel and their dependents the role of the society is to relieve financial distress occasioned by abnormal, non-recurring emergencies which cannot be met at the time from normal income. Typical situations are:

- Hospital and medical bills of dependents in cases of acute illness where naval or armed force hospitals are not available.

- In special cases, with expense of so-called "chronic illness" when a reasonably satisfactory return to health is expected if special treatment or care is provided.

- Funeral expenses of dependents.

- Assistance with family basic living expenses during periods when approval of dependent's allowance is pending or regular allotment is delayed.

- Transportation in special cases such as critical illness or death of members of immediate family. The

society does not finance travel for dependents between stations or to follow ship's movements.

Most cases of assistance to living personnel and dependents is by loan, to be reimbursed by allotment direct to the society.

Navy Relief Society is not a small loan or banking agency. Loans are not made for the purchase of household appliances, autos or radio-television sets, nor to finance liberty or leave, except for cases of emergency leave when conditions warrant.

Besides its financial services, the society offers other facilities not involving the loan of money. It employs and makes available the services of visiting nurses who follow up post-hospital cases, assistance to new mothers, before and after birth. The understanding aid and guidance of experienced personnel of the society frequently helps solve many kinds of problems.

The workers, both full time paid employees and volunteers, are most conscious of the society's obligations and responsibilities to the officers and enlisted personnel of the Navy and Marine Corps, and their dependents. It is the desire of all those connected with the society that all hands in the service be familiar with its purposes and policies and its readiness and willingness to "aid in times of need."

The auxiliaries of the society are located in every naval district, and some overseas stations. Here's a list of locations. Exact addresses are available from your district headquarters or chaplain's office.

Alameda, Calif.; Annapolis, Md.; Bainbridge, Md.; Balboa, C. Z.; Boston, Mass.; Brooklyn, N. Y.; Camp Lejeune, N. C.; Camp Pendleton, Oceanside, Calif.; Cherry Point, N. C.; Coco Solo, C. Z.; Dallas, Tex.; El Toro, Calif.; Great Lakes, Ill.; Guam; Guantanamo Bay, Cuba; Jacksonville, Fla.; Key West, Fla.; Kodiak, Alaska; Lakeland, N. J.; Mare Island, Calif.; Memphis, Tenn.; New London, Conn.; New Orleans, La.; Norfolk, Va.; Orange, Tex.; Pearl Harbor, T. H.; Portsmouth, N. H.; San Francisco, Calif.; Washington, D. C.; Bremerton, Wash.; Charleston, S. C.; Corpus Christi, Tex.; Long Beach, Calif.; Manila, P. I.; Newport, R. I.; Pensacola, Fla.; Philadelphia, Pa.; Quantico, Va.; Quonset Point, R. I.; San Diego, Calif.; Seattle, Wash.; San Juan, P. R.

Lovett Named SecDefense

Robert A. Lovett, Deputy Secretary of Defense, has been named by President Truman to succeed General of the Army George C. Marshall as Secretary of Defense. General Marshall has resigned.

Mr. Lovett thus becomes the fourth to hold the post created by armed forces unification.

The new Secretary of Defense served as a naval aviator during World War I. He won the Navy Cross and left the service as a lieutenant commander. After the war he became a partner in a New York investment banking firm.

In 1940, President Roosevelt appointed him Assistant Secretary of War for Air. Secretary Lovett resigned this post in 1945. Two years later he returned to Washington to serve as General Marshall's Under Secretary of State. He returned to his firm in 1949 and was summoned to Washington the following year to serve as Deputy Secretary of Defense.

William C. Foster, Economic Cooperation Administrator, has been nominated for the position of Deputy Secretary of Defense. Mr. Foster, also a pilot, served with the Army Air Corps during World War I. He was Under Secretary of Commerce from 1946 to 1948.

Defense Bond Campaign

Once again the Navy is joining in the nation-wide Defense Bond campaign. This year the emphasis is on payroll savings.

There are three good reasons for buying Defense Bonds. First — and most important from the sailor's point of view — is that a bond allotment offers the easiest way to accumulate personal savings in a safe and fluid form. Second, buying bonds helps the defense effort. Third, increased personal savings helps cut down inflation.

Navy men can save the sure and relatively painless way by merely arranging through the disbursing officer for an allotment for Defense Bonds. Civilian employees can also get into the swing of things by arranging for payroll deductions.

COs of naval activities are asked to encourage bluejackets to start payroll savings. Activities with civilian personnel are urged to maintain a minimum civilian enrollment of 65 per cent in the payroll savings plan.



OLD TIMERS William Black (left) and Wilfred Weber have watched the transition of their ship from fighting 'wagon to proving ground for guns.

Two CPO's Have Spent 21 Years in USS Mississippi

Two chief petty officers who really know their way around *USS Mississippi* (AG 128) are Wilfred P. Weber and William W. Black. They should. Between them, they've been on board 21 years.

Bill Weber, a bantam-sized chief pipefitter, came aboard the battleship as a youthful seaman second class fresh from the fields of Iowa. That was in July 1940. Black, who is now a chief boat-swain's mate and the ship's chief master of arms, followed him a few months later.

The two chiefs will tell you that a lot of history has flowed under the keel since they first came aboard. Perhaps the most active of the "old battleships" of World War II fame, *Mississippi* took a leading part in the Aleutians, Gilberts, Marshalls, Bismarck Archipelago, Palau, Okinawa and Western Carolines campaigns.

The high point of her career,

Black thinks, came during the Battle for Leyte Gulf when *Ole Miss* led the battle line of six battlewagons against the southern Japanese attack force. The U. S. force blew the Japs out of the water, sinking or damaging two battleships, three heavy cruisers, one light cruiser and five destroyers. *Mississippi* dropped a 12-gun straddle around one enemy battleship.

The two chiefs have also seen the postwar transformation of *Mississippi* from a ship of the line to a unique gunnery test ship whose important job it is to evaluate the latest types of gunnery weapons being designed for the Fleet.

Asked how come they have been with the ship so long, the pair replies, "Why move? We know this ship, we both have a job to do and we're doing it. What's more we like the old bucket. Who wants a transfer?"

Diving Record Set

Two Navy divers set a new West Coast record by going down 418 feet off the California coast. The two men, T. H. Moss, Jr., BMC, USN, and W. L. Greeman, ME1, USN, were members of a group of 10 divers working off *USS Florikan* (ASR 9).

Other members of the group made dives starting at 309 feet — depths in themselves a little on the deep side. These dives were made in an opera-

tion to familiarize the divers with helium and oxygen mixtures used under working conditions at great depths. All dives were made in standard USN helium-oxygen diving dress.

The open-sea deep sea diving record for American divers still stands at 500 feet. This depth was reached in April 1949 by C. M. Prickett, GM1, USN, during training operations in Panama Bay.



PORTABLE was the idea when John Maykut, AT1, built this radio during his spare time at NAS Norfolk.

Navy at Air Races

The 1951 National Air Races at Detroit, Mich., opened to the roar of Navy "week-end warriors" flying overhead. Thirty-six fighters and attack planes from nearby Grosse Ile Naval Air Station, flown by Navy and Marine Corps pilots, thundered in front of the packed stands to officially open this greatest of all aeronautical spectacles.

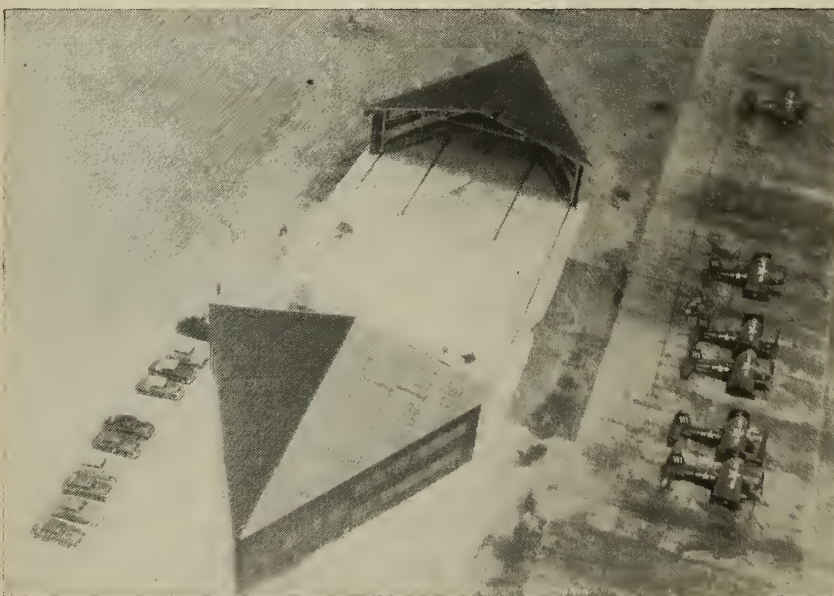
Outstanding among the Navy's flight presentations were jet-assisted take-offs (JATO) by P2V *Neptune* patrol bombers and comparative

climb exhibitions between a propeller-driven F8F *Bearcat* and a jet-powered F2H-2 *Banshee*. The *Bearcat*, world-record holder for a climb to 10,000 feet, had all the better of it to that altitude but from there on up, school was out. The jet was a winner going away.

The ground display of naval aircraft was headed by the massive 168-passenger transport, *Constitution*. Also shown—and perhaps the most sensational of all aircraft at the show—was the radically-designed tailless jet fighter, the F7U *Cutlass*. Almost every type of aircraft currently operated by the Navy was on display ranging from the *Constitution* and patrol bombers down to small helicopters and grasshopper-type liaison planes. The latest anti-submarine aircraft and devices to reach the Fleet were featured prominently in the exhibit.

A special exhibit inside the hangar portrayed the Navy's mission, showed the most advanced types of Navy and Marine Corps fighting equipment including cutaways of the latest engines, planes, guided missiles, and associated equipment.

Naval ordnance played a prominent part in the display. There was a collection of guided missiles of various sizes; rockets—including the "Tiny Tim" used so effectively by Navy and Marine Corps aviation in Korea. Another crowd-pulling exhibit was a 26-foot steam driven torpedo which was fully activated to demonstrate torpedo propulsion.



CLAMSHELL HANGAR, with sections that roll open and shut, provides quick servicing for Marine aircraft. Hangar's sides hold overhaul equipment.

Sub Propulsion Test Facility

If your ship should cruise up the Severn and moor across the river from the Naval Academy at Annapolis, Md., you'd see a lot of activity going on at the Naval Engineering Experiment Station. There, the Navy's first submarine propulsion test facility is being constructed.

A section of the Naval Engineering Experiment Station, it will be known as the Submarine Propulsion Test Facilities. This unit will provide the means for testing "conventional" or existing (as opposed to nuclear-powered and other proposed systems) propulsion systems.

Some of the systems that will be tested when this unit gets into full swing next year will be gas turbine, diesel and hydrogen peroxide propulsion plants. Present plans indicate that not only will the propulsion plants (the machinery that furnishes the ship its drive) be tested, but that control equipment and pumping systems for the plants will also undergo tests.

Clamshell Mobile Hangar

Nicknamed the "clamshell" because of its unique clam-like operating characteristics, the world's first mobile hangar is now in operation at the Marine Corps Air Station, Cherry Point, N. C.

The structure is built on railroad-wheel trucks that roll back and forth on tracks imbedded in a reinforced concrete foundation. The hangar's mobile housing will enclose any of the type planes at the air station. Overhaul and repair equipment, work bench facilities and tools are available along the inside walls and mounted in order to move with each half of the hangar. Four electric motors, located in the hangar, furnish the power to move the sections to opened and closed positions.

An aircraft scheduled to be serviced is taxied into place between the halves, then the hangar is closed. The tail section of larger planes may extend outside the hangar. Each side of the hangar is 100 feet long and when closed the longest corners are 173 feet apart. The shortest diagonal corners are 100 feet apart. Height of the hangar is 29 feet. Weight of the hangar housing, not including repair equipment and tools, is 118 tons. Hangar opening and closing time is two minutes a section.

Ship Model Exhibition

The annual exhibition of the Washington Ship Model Society will be held at the Truxtun-Decatur Naval Museum in Washington, D. C., from 3 October to 4 November.

Models of such famous ships as HMS *Bounty*, *Robert E. Lee* and the racer, *America*, will be on display. Photographs, relics and other nautical objects will form a part of the exhibit which is shown by arrangement with the Naval Historical Foundation.

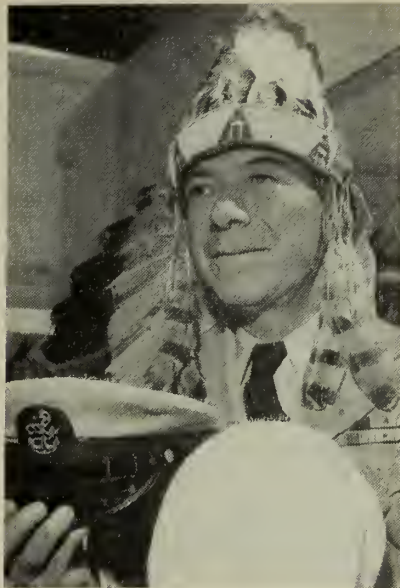
Cruises for Midshipmen

Midshipmen went to sea in battle-ships, heavy cruisers and destroyers this past summer. Four training cruises, lasting from four to eight weeks, accommodated more than 6,200 NROTC and Naval Academy midshipmen from the 52 NROTC colleges and the U. S. Naval Academy at Annapolis.

The first cruise which got underway on 4 June was a joint USNA-NROTC cruise. The remaining three cruises were NROTC only, the second sailing on 22 June, the third on 3 August and the fourth on 4 August.

London, Edinburgh, Lisbon, Oslo, Copenhagen, Goteborg, Cherbourg and Rotterdam played host to participants in the first cruise. Ships included USS *Wisconsin* (BB 64), USS *Missouri* (BB 63), USS *Albany* (CA 123) and 10 destroyer types. The same or similar type ships were employed for the other three cruises. The ports of call for these latter cruises included Kingston, Santiago, Colon, Halifax, Boston and New York.

In addition to their routine training schedule, the middies found time to do lots of sightseeing in the ports they visited. Sports were not overlooked, either, as middies field-



SEA-GOING "brave," Guy M. Me-toxen, descendant of an Oneida tribal chief, makes chief in his own right.

ed basketball, rowing, swimming, track and field teams to compete with athletes representing the various countries visited. These athletes gave the Annapolis men first-class competition.

Naval Academy second class midshipmen got a taste of the sea when they were introduced to carrier aviation on board USS *Franklin D. Roosevelt* (CVB 42). Divided into four battalions, the class of 1953 spent its time working in four major departments—air group, air department, operations and engineering.

New Seabee Power Grader

Power graders are old hat to World War II Navy sidewalk superintendents—they saw graders build and maintain the surfaces for landing fields and roads the world over. However, the most imperturbable old Seabee will set aside his joe cup

and have a closer look-see when he gets his first glimpse of the Navy's newest power grader.

This new type, built to Bureau of Yards and Docks' specifications, is known as a Model CB-80 grader. Its most unique feature is its six-wheel drive and six-wheel steering. This is about two up on previous models.

Though it weighs eight and a half tons, is 25 feet long and carries a 12-foot blade, this machine is air transportable. Three can be carried at one time in the *Globemaster*. It weighs only two-thirds as much as commercial types with equivalent performance characteristics.

In competition with other graders on San Nicholas Island, Calif., the CB-80 not only outperformed other graders, but it moved through mud and sand which stalled its competitors. The competition trials included heavy and fine grading, dozing, backslowing, heavy ditching and scarifying (plowing up hard ground and pavement).

MSTS Ships to Be Armed

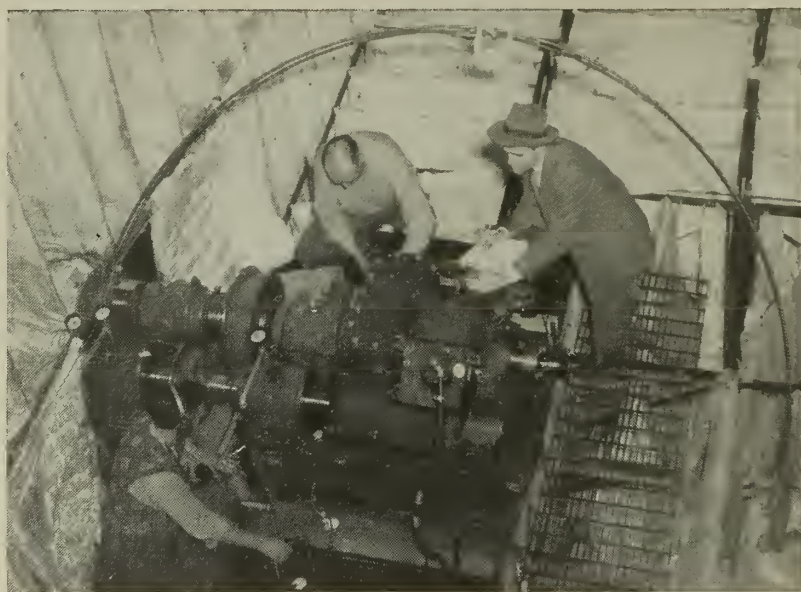
One-third of all Military Sea Transportation Service vessels will be armed by the Navy during fiscal year 1952.

In addition, 59 transports are to be altered over an extended period of time to improve troop-carrying capacity. Staterooms, dining rooms and lounges will give way to troop berths, mess facilities, ventilation equipment and other requirements. Ships now regularly employed to transport dependents will be the last to be converted.

No immediate change in the method of manning these ships is planned at present. Certain Navy ratings needed to keep the armament in readiness, however, will be added to the crews.



USS *IOWA* (BB 61) is back in commission as a modernized BB at less than one per cent of the cost of a new one.



RACKET BUSTERS check noise level of a reduction gear which they have installed in one of the special fiberglass-lined rooms at the acoustical lab.

Navy Steps Up Campaign to Eliminate Engine Noise

The drone of a gnat can be heard in the face of a 21-gun salute—that is, if the gnat is in the Navy's new "inside-out" acoustical laboratory at Annapolis, Md.

So perfect is the control of sound in the unique construction at the Naval Acoustical Laboratory, that sensitive instruments can measure the sound of a pin dropping.

The new laboratory has three testing rooms, in any one of which it is possible to record virtually the lowest as well as the highest sound frequencies without interference. Tests can now be run simultaneously in one of the three rooms with little possibility of sound interfering with tests in the other two.

Framework of the building is actually its exterior. This design eliminates dead spaces between columns, which are erected outside of a 16-inch solid and flat concrete wall for the interior. The same effect is attained in the ceiling by suspending the roof from beams rather than resting the roof on them, as in the conventional type structure.

The principal achievement was the creation of an "accordion" form made of fiber-glass sheets. Tests show that with this accordion form it is possible for instruments to provide studies in a range spread far greater than ever previously considered in the installation of soundproofing material.

New Wind Tunnel

A speed of 2,500 miles per hour can be produced in a new wind tunnel which has been developed by the National Advisory Committee for Aeronautics and installed at the Aeronautical Laboratory of the Naval Postgraduate School, Annapolis, Md.

The new supersonic wind tunnel is used for training and research in high speed aerodynamics, along with a new transonic tunnel of lower speed. The transonic tunnel can establish air speeds both below

and slightly above that of sound, from about 250 to 1,000 miles per hour. The supersonic tunnel is capable of air speeds from about, 1,000 to 2,500 miles per hour.

The air needed to produce the wind is pumped by a 175 horsepower compressor through a dryer into a storage tank. This tank has a capacity of 2,000 cubic feet, at a maximum pressure of 300 pounds per square inch. It provides the air for the intermittent operation of either one of the tunnels for test periods of one to six minutes.

Southern Europe Command

A new command, set up to handle naval functions in the United Kingdom and the Eastern Atlantic area, came into existence on 1 August.

Rear Admiral Walter F. Boone, USN, assumed the title of Commander, U. S. Naval Forces, Eastern Atlantic, on that date. He was formerly deputy to Admiral Robert B. Carney, USN, who is now Commander in Chief, Allied Forces Southern Europe.

Admiral Carney's headquarters moved from London to Naples, Italy, where he will administer the North Atlantic Treaty Organization command. He retains his title of Commander in Chief, U. S. Naval Forces, Eastern Atlantic and Mediterranean and will continue as over-all commander of naval activities in that part of the world.—Kenneth Barnsdale, JO1, USN.

AKA to the Arctic

For those who like summertime Arctic cruises, USS *Union* (AKA 106) would be an ideal ship. Four cruises in five summers to northern waters is her record. In 1947 and 1948 she was a member of the Point Barrow Expedition fleets. This summer she departed Seattle, Wash., with a shipload of coal and general cargo for the Pribilof Islands, 240 miles north of Dutch Harbor in the Aleutian Islands chain.

The Pribilofs, consisting of a small group of tiny islands, are under the supervision of the Fish and Wildlife Service. Only the two largest islands, St. Paul and St. George, are inhabited by human beings. All of them have vast seasonal populations of seals. Once a year the Navy routes a Fleet-type cargo ship to these islands with bulk cargo, including large quantities of coal to provide warmth for the islanders during the long, cold winter prevailing in that area.

Union's visit will be the only major delivery of the year, although a Fish and Wildlife tender makes five round trips a year to deliver fresh meat, vegetables and other perishables. The cargo carried by *Union* will be delivered to the single villages situated on each of the two larger islands.

The Pribilofs form the primary seal mating area in the Arctic. They provide the United States with most of its seal skins and seal oil imports.

New Guided Missiles Plant

A new plant for Navy guided missiles—the first integrated production unit of its kind in America—is being built by a commercial firm for BuOrd at Pomona, Calif.

Construction on the all-modern one-story buildings started last month. The buildings, occupying a 140-acre site, will feature air conditioning and other conveniences designed to help achieve efficient volume production.

New Naval Supply Activity

The well-known manufacturer and supplier of naval uniforms, the U. S. Naval Clothing Depot, Brooklyn, has been officially abolished.

But don't worry about where your next uniform is coming from—the old clothing depot, with its outstanding production record will go right on turning out clothes for the world's best dressed Navy. It has been incorporated into a new command known as the U. S. Naval Supply Activities New York.

The clothing depot was one of the oldest naval activities in the 3rd Naval District. It was established at what was then known as the Brooklyn Navy Yard in 1879. "The Clothing Manufacturing Department" was its original name. In 1918 it was moved to its present site and in 1933 it became the U. S. Naval Clothing Depot.

Several heretofore independent Navy activities have been combined under the command of the CO of the Navy Supply Activities New York. These include the Clothing Supply Office, Navy Ship's Store Office, Navy Material Catalog Office, Supervisory Cost Inspection Office Eastern Area and Navy Regional Accounts Office. Other components of the new activity are the Naval Clothing Factory and the Naval Supply Facility.

Even though the title of the new organization ends "New York," the new activity is located at the former clothing depot's Brooklyn location. This is the three-block area between 29th and 32nd streets on Third Avenue.

This reorganization has centralized such services as personnel planning, public works, medical, fiscal and administrative services. Greater savings to the Navy are expected to result from this reorganization.

SIDELINE STRATEGY

The catching of sharks (intentional or otherwise) seems a commonplace enough pastime among naval anglers, but some sort of trophy is due Marine Pfc Ernest "Rip" Howland of MCRD Parris Island, S. C. He set out with a shark hook attached to a clothesline dangled from a gallon-can float, and at one cast caught six of the sharp-toothed specimens—an expectant mother carrying a quintet of about-to-be-born "sharklets," the latter being released in the sea—for survival or prey for other clothesline "Waltons" remaining to be seen.

* * *

Shades of Daniel-the-Boone: A local chapter of the National Muzzle-Loading Rifle Association has been formed at U. S. Naval Ammunition Depot, Hawthorne, Nev. In contrast to the modern rifleman who shoves in a clip and lets go, NMLRA shooters must first pour into the barrel the proper amount of black powder, then insert a lead shot with an underpatch (for rifling accuracy) and push it down to the powder charge with a ramrod, and check the flintlock or percussion cap (depending on the type of muzzle-loader)—all before even drawing a bead on the target.

* * *

Expert pistoleers at NAAS Whiting Field, Milton, Fla., manufacture their own ammunition, using salvaged toothpaste and shaving cream tubes.

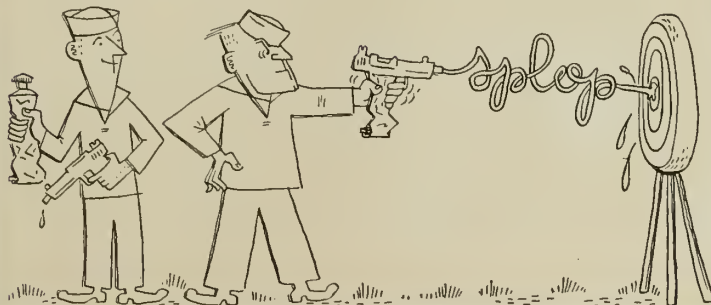
To ensure a ready source of basic ordnance material, the station's heads are equipped with special disposal receptacles for the much-sought-after empty containers.

* * *

At least one contingent of Leathernecks has discovered that not only do the Greeks have a name for basketball, but also that they play at it quite proficiently. A hard-court aggregation of Marines serving with the U. S. Sixth Fleet extended a goodwill challenge to Greek hoopsters of the Athens Athletic Club and bowed in both contests of a twin bill. For the edification of future athletic invaders, the "Semper Fidelians" pass along the word that ancient Athens, among other Grecian ports, abounds with well-rounded sports contenders who practice on many a modern basketball rectangle as well as in fresh-water swimming pools, and on soccer and football fields.

* * *

Everything happens to sailors—in this instance, sailboat sailors. In a championship race off Parris Island, S. C., the final contest had to be postponed on the scheduled day because the boats went backwards. The tide, stronger than the prevailing light breeze, not only prevented the boats from navigating the first-mile pylon of the three-mile race course, but carried them well astern of forward progress.—Ernest J. Jeffery, JOC, USN.



THE BULLETIN BOARD

Dates and Rules Listed for Service-Wide Competitive Exams in January

Dates for the January 1952 service-wide competitive examination for advancements to first, second, third class and chief petty officer rates have been established as follows:

- For pay-grade E-4—Tuesday, 8 Jan 1952.

Certain LantFlt Personnel Urged to Request Duty at Shore or Overseas Station

Personnel in certain ratings are needed to fill eligibility lists for assignment to duty with shore and overseas activities in the Atlantic Fleet.

ComServLant is, therefore, encouraging qualified personnel under the administrative jurisdiction of the Atlantic Fleet—who desire a tour of duty either in a shore or overseas activity—to submit requests for placement on the appropriate eligibility list. Requests should be submitted in accordance with Service Force Atlantic Letter 55L-48 (revised 1 March 1951).

These ratings are needed for assignment to Atlantic Fleet shore duty activities: fire controlman (FC), damage controlman (DC), fire control technician (FT), electronics technician (ET), electrician's mate (EM), interior communications technician (IC), metalsmith (ME), pipe fitter (FP), storekeeper (SK).

The following ratings are needed to relieve shortages in the Atlantic Fleet overseas eligibility list: damage controlman (DC), radioman (RM), machinery repairman (MR), electronics technician (ET), yeoman (YN), teleman (TE), storekeeper (SK), fireman (FN), fireman apprentice (FA), steward (SD), seaman (SN), steward'sman (TN), seaman apprentice (SA); disbursing clerk (DK), first, second, third or striker; commissaryman (CS) second, third or striker; metalsmith (ME) second, third or striker; engineman (EN) first, second, third or striker; electrician's mate (EM) second, third or striker; pipe fitter (FP) second, third or striker.

- For pay-grade E-5—Tuesday, 15 Jan 1952.

- For pay-grade E-6—Tuesday, 22 Jan 1952.

- For pay-grade E-7—Tuesday, 29 Jan 1952.

Regular Navy personnel and Naval Reservists on active duty who are eligible and recommended in accordance with current directives may compete. The deadline for fulfillment of service requirements for advancement to pay-grades E-4, E-5 and E-6 is 16 April 1952; for advancement to chief, 16 June 1952.

Certain "non-routine" groups are also eligible for advancement:

- Regular Navy personnel, previously discharged in pay-grade E-7, who enlisted or reenlisted in a lower pay-grade, may compete for readvancement to pay-grade E-7.

- FCs may compete for change in equal pay-grade from FC to FT, or for concurrent change in rating from FC to FT and advancement to the next higher pay-grade. (Examinations for FC3 will not be offered in January 1952. FCSNs may compete for advancement to FT3 only.)

- Reservists who reported for active duty on or before 16 April 1951 (or 16 June 1951 in the case of those competing for enlistment in pay-grade E-7) may compete for qualification to enlist or reenlist in the Regular Navy in the pay-grade in which discharged from the USNR.

Personnel may be recommended for advancement only to those rates

for which they are eligible. If an individual is in training for a rating to which he is presently ineligible for advancement, the necessary change in rating or rate symbol must be authorized and put into effect before he can be nominated to compete in the examination. (FCs changing to FT and competing for advancement concurrently are excepted from this rule.)

Sailors in a transient status may participate in the exams if nominated by a previous CO. They must, however, be on board a Navy ship or station at the time the appropriate examinations are held.

Complete details on the January exams are contained in BuPers Circ. Ltr. 141-51 (NDB, 31 Aug 1951).

15 October Is Deadline For Transfer to DC, USN

A 15 October deadline has been set for applications from Naval Reserve dental officers—both active and inactive—who wish to be considered for appointment in the Dental Corps, USN. The program is open only to lieutenants and lieutenants (junior grade) under the age of 37, who have previously served on active duty (other than training duty).

No professional examination will be required. The professional experience of applicants will determine the grade of the appointment. Normally the grade will be the same as that held in the Naval Reserve.

BuPers Circ. Ltr. 135-51 (NDB, 15 Aug 1951) outlines the requirements for Reservists on active duty. Applicants should submit letter of request for consideration to the Chief of Naval Personnel (Attn: Pers B-6221) via their commanding officers.

Applicants who are *not on active duty* will apply at the nearest Navy Recruiting Station and Office of Naval Officer Procurement for processing of their applications for appointment in the Dental Corps under the provisions of the current Recruiting Service Instruction relative to dental officers of the Naval Reserve.



"Bet they have us classified in our service records as housewives."

Latest Tabulations Show How You Stand on the Shore Duty Eligibility List

What's your standing on the Shore Duty Eligibility List and how soon can you expect orders to a normal tour of shore duty?

With the resumption of sea/shore rotation as of 1 July 1951 on a limited basis, numerous inquiries have been received in BuPers concerning individual standing on the SDEL and the approximate date orders to shore duty can be expected. Since it is impracticable to ascertain the date any one man can expect orders to shore duty, BuPers publishes in ALL HANDS (usually semi-annually) a tabulation of the SDEL in order to give each man on the list the opportunity to determine his relative standing.

At the present time, approximately 1,000 persons are being ordered from the SDEL each month to a normal tour of shore duty.

From the following information on shore duty (the fifth tabulation to appear in ALL HANDS) you can figure your relative standing on the SDEL and how close you are to shore duty. The following table was tabulated as of 1 Sept 1951.

Since new requests for placement on the SDEL and the assignment of personnel from the list to shore duty change the picture constantly, the following information should be considered *only* as a general guide. Correspondence from personnel relative to this tabulation is *not* desired.

Remember that the following categories are not included in the tabulation:

- Presently ashore for duty of less than one year's duration.
- Serving outside the continental USA with dependents on station and have not completed a normal tour



"Did it go through?"

for the area as prescribed by BuPers Circ. Ltr. 74-50.

- Less than six months on board since return from a naval school.
- Undergoing instruction at a naval school on a returnable or non-returnable quota.
- Less than six months on board a newly constructed or reactivated vessel.
- Being held by BuPers for screening of jackets pending assignment or processing.

In screening jackets of personnel on the SDEL for transfer to shore duty, it has been noted that a considerable number of personnel have not kept BuPers informed of their current status. For your own benefit, keep BuPers informed at all times. Personnel who have been placed on the SDEL and who have had a change of address, change of NJC, change or advancement in rating, etc., since submission of their request, should inform the chief of Naval Personnel (attn: Pers-B211k), via their commanding officer. Failure to keep BuPers informed will re-

sult only in unnecessary delay in sending out your orders.

Com 11 and Com 12 still continue to be the most popular choices of shore duty. This is particularly true with personnel on the list in rating groups with excessive numbers. For some of these personnel, the path to shore duty may be speeded by a request for change in choices of shore duty to some other shore administrative commands. Also, for those who meet the qualifications set forth in BuPers Circ. Ltr. 70-51, instructor duty may also hasten the path to shore duty.

Remember, qualified personnel may be on the Bureau's Shore Duty Eligibility List and the Instructor Duty List at the same time.

It should be pointed out to all hands that personnel assigned to newly constructed or reactivated vessels are not considered available for transfer to shore duty until completion of at least six months on board from date of commissioning. The reasons for this restriction are obvious. When personnel who receive orders to shore duty have been transferred to an activity as a member of a reactivation crew, the orders are cancelled, and the man is replaced on the SDEL in his same relative position, and will again be considered, along with others on the list of the same rating group, upon completion of the six-months period.

The next tabulation of the shore duty situation is tentatively scheduled to appear in the April 1952 issue of ALL HANDS. To consult the official directive on sea/shore rotation policies, see BuPers Circ. Ltr. 36-50 (corrected) (NDB, CumEd January-June 1950).

STATUS OF SHORE DUTY ELIGIBILITY LIST AS OF 1 SEPT 1951

	NUMBER OF YEARS CONTINUOUS SEA DUTY SINCE LAST TOUR ASHORE													
	14 and Above		12 to 14		10 to 12		8 to 10		6 to 8		6 and Below		Grand Totals	
Rating	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO
BM	5		6		30	20	21	94	26	150	52	383	140	647
QM	2		7		23	7	25	30	6	95	38	203	101	335
RD					1	1	2	2	1	11	4	237	8	251
SO								4	1	6	9	78	10	88
TM	3		3		11	5	5	8	4	40	17	26	43	79

THE BULLETIN BOARD

Rating	NUMBER OF YEARS CONTINUOUS SEA DUTY SINCE LAST TOUR ASHORE												Grand Totals	
	14 and Above		12 to 14		10 to 12		8 to 10		6 to 8		6 and Below			
	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO
GM	4	2	3	1	25	25	16	105	8	153	47	201	103	487
FC	2	1	2		2	4	2	8		16	31	48	39	77
FT	1				3	2	1	4		4	23	17	28	27
MN											1		1	0
ET								2		3	21	180	21	185
IM					2						2	6	4	6
OM	2						1		3		4	1	10	1
TE	1		1		1		1	1	2	6	14	113	20	120
RM	1		2		10	2	7	10	7	29	21	476	48	517
YN									1	2	37	598	38	600
PN						1					6	184	6	185
SK					1		1	3	2	6	70	576	74	585
DK									1	3	35	197	36	200
CS	2		2		15		9	12	28	41	40	549	96	602
SH		1	1		1	2	1	9	1	45	22	598	26	655
JO												2	0	3
PI					1				2		2	38	5	38
LI											1	28	1	28
DM												4	0	4
SN-SA								10		25		900	—	935
MM	20	1	25	2	114	8	53	73	36	85	33	274	281	443
EN	4	1	7	2	25	1	23	27	12	69	25	217	96	317
MR			1		1	1			1	2		29	3	32
BT	14	1	30	8	66	26	33	129	4	70	16	123	163	357
EM	2	1	3		10	1	6	15	3	33	12	149	36	199
IC	4		3		4	2	3	6	1	4	6	29	21	41
ME	1		1		10	5	11	16	8	30	17	131	48	182
FP	2				1	2	1	8	4	10	8	90	16	110
DC			2		4		2	5	3	11	19	112	30	128
PM							1				2	1	3	1
ML											2	6	2	6
FN-FA								1		9		258	—	268
SV												4	0	4
CE					2						2	20	4	20
CD			1		1				1		7	50	10	50
CM			3		1		3	1	1	1	3	45	11	47
BU						1	3			3	8	36	11	40

SW			1				1	1	1		7	7	10	8
UT	3		1		2		4		1		10	26	21	26
CN-CP												13	—	13
SD	4		3	15	4	49	1	63	4	84	14	190	30	401
TN-TA								2		20		309	—	331

AVIATION RATINGS

AD			2		24		37	6	77	36	483	531	623	573
AT			1				3	1	1	1	37	42	42	44
AL	1		1		6		12	2	13	17	63	117	96	136
AO	2		1		7	3	36	13	37	48	138	172	221	236
AC											2	3	2	3
AB						1	1	1	1	8	9	94	11	104
AE					5	2	5	3	3	2	24	82	37	89
AM		1	2		8	1	13	6	27	20	135	178	185	206
PR					1			3	1	4	10	49	12	57
AK			2		1		3	2	1	3	14	104	21	109
AF-PH										1	12	53	12	54
AN-AA										3		283	—	286
	80	9	117	28	423	172	347	686	334	1210	1615	9471	2916	11,576

Promotion to LCDR and LT Recommended for 9,700

Approximately 9,700 officers of the Regular Navy and Naval Reserve on active duty, recommended for promotion to the grades of lieutenant and lieutenant commander, have been listed in enclosures to BuPers Circ. Ltr. 111-51 (NDB, 15 July 1951).

Approximately 6,000 have been given temporary promotions to date from either 5 July or 15 July 1951. The remaining 3,700 officers were given promotions to date from 1 August, according to BuPers Circ. Ltr. 124-51 (NDB, 31 July 1951). The list includes 12 women officers who received permanent promotions to the grade of lieutenant commander.

Over 11,000 officers were considered by the selection boards which convened on 3 April. One line board and five staff corps boards (MC-MSC-NC, SC, CHC, CEC, DC) considered lieutenants with date of rank 12 Apr 1945 or earlier and lieutenants (junior grade) with date of rank 6 June 1948 or earlier.

Detailed instructions for effecting the promotions are included in Bu-

Pers Circ. Ltr. 108-51 (NDB, 15 July 1951).

All Service Ribbons Now Must Be 3/8-Inch Long

Service ribbons 1/2-inch in length are no longer authorized. Effective 1 Oct 1951 all service ribbons worn on the naval uniform must be 3/8-inch in length.

Advance notice of this deadline date and the information on ribbon lengths was given in Change 4 to *Uniform Regulations* and in *ALL HANDS*, March 1949, p. 38.

Prior to 1 October, ribbons of either length were allowed on the uniform. Ribbons of the two different sizes were not allowed to be mixed, however.

Many persons confuse a ribbon's length with its width. This is natural, since the length of a service ribbon is a much shorter linear distance than the width.

The reason for this is the manner of making service ribbons. The colored cloth comes in long rolls. Short lengths of these rolls are snipped off and are secured around the support-ing bars.

Boston Is Site of Seminar In Industrial Relations

Reserve officers in the 1st, 3rd, 4th, 5th and 9th Naval Districts and the Potomac River Naval Command may attend the east coast Industrial Relations seminar to be held in Boston from 14-27 October.

Provisions to include a limited number of Regular Navy officers at the Boston seminar will be announced later. All applications should be sent to the Commandant, 1st ND.

The seminar, similar to the one held in Seattle, Wash., in August which was restricted to USNR officers in the three west coast naval districts, will include a review of current *Navy Civilian Personnel Instructions*, visits to naval activities and conferences with top personnel management representatives.

Plans for an intensive refresher course for Naval Reserve officer industrial relations specialists are also underway. The program will include attendance at the OIR Institute in Washington and two additional seminars, tentatively scheduled for San Francisco in February and Norfolk, Va., in May.

Roundup Lists Eligibility Rules for Bonuses of All States and Territories

If you believe you are eligible for a state bonus as a veteran of World War I, World War II or service since the Korean crisis (starting 27 June 1950), this summary of state bonuses will tell you how you stand.

The deadline for filing applications for many of the states and territories has expired. However, 13 states and Alaska still are accepting applications from qualified veterans of World War II. In addition two states, Michigan and Vermont, have bonus plans for Korean service, for which applications may now be made. Missouri is the only state now accepting applications for a World War I veterans bonus. West Virginia proposes a WWI bonus pending determination of financing method.

A complete roundup of state bonuses, including procedures set up by the Navy to facilitate the claims of naval personnel, is contained in BuPers Circ. Ltr. 126-51 (NDB, 30 July 1951).

To help you find out if you can still apply for a state bonus, if you haven't already done so, here is a check list prepared by the Veterans Affairs Section of the Bureau of Naval Personnel listing eligibility re-

quirements, the amount of bonus payable, deadline for applications, and any special conditions. The roundup also lists information on where to obtain applications, with whom to file, and to whom inquiries should be addressed for additional information.

- *Alabama*—No bonus authorized.
- *Alaska*—No deadline has been set for the \$10 per month bonus for service during World War II. Serviceman must have had minimum service of one year between 16 Sept 1940 and end of war, or a discharge for injury, or a disability incurred in service between 16 Sept 1940, and end of war. No payment for service after 1 Nov 1945. Honorable separation required. Minimum residence in Alaska as follows: (1) one year immediately prior to entry into service plus return to territory with intent to remain; or (2), five years' residence prior to entry. Survivor is entitled to amount veteran would have received.

- *Arizona*—No bonus authorized.
- *Arkansas*—No bonus authorized.
- *California*—No bonus authorized.
- *Colorado*—No bonus authorized.

- *Connecticut*—Deadline was 30 June 1951, for all but incompetents. Deadline for incompetents only was extended to 1 Oct 1951.

- *Delaware*—Deadline was 1 Jan 1951.

- *District of Columbia*—No bonus authorized.

- *Florida*—No bonus authorized.

- *Georgia*—No bonus authorized.

- *Idaho*—No bonus authorized.

- *Illinois*—Deadline was 1 July 1951.

- *Indiana*—Deadline was 30 April 1951.

- *Iowa*—Deadline was 31 Dec 1950.

- *Kansas*—No bonus authorized.

- *Kentucky*—No bonus authorized.

- *Louisiana*—Deadline was 1 Jan 1951.

- *Maine*—No bonus authorized.

- *Maryland*—No bonus authorized.

- *Massachusetts*—No deadline has been set for World War II bonus for service between 16 Sep 1940 and 31 Dec 1946. For domestic service of less than six months \$100 bonus is paid eligible veterans, and for more than six months' domestic service bonus is \$200. Overseas service bonus is \$300. Survivors of service personnel who died in service before 31 Dec 1946 receive \$300, otherwise, survivors of deceased veterans receive the bonus the veteran would have been paid if living. Six months' residence immediately prior to entering service is required. Applications may be obtained from Commandant, 1st Naval District (District Civil Readjustment Officer), 495 Summer St., Boston 10, Mass., or for information not otherwise available address inquiries to: Bonus Division, Commonwealth of Massachusetts, 15 Ashburton Pl., Boston, Mass.

- *Michigan*—Bonuses are paid for both WWII and Korean service. The deadline for WWII bonus has been extended to 31 May 1953. Veterans of WWII who served more than 60 days between 16 Sept 1940 and 30 June 1946, both dates inclusive, are eligible. Bonus payable is \$10 a month for domestic service, and \$15 a month for foreign service, up to a maximum of \$500. The vet-

HOW DID IT START

Broom Lashed To Mast

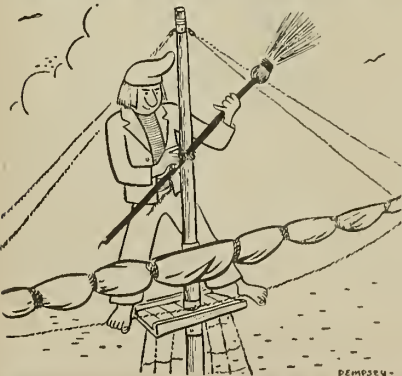
Lashing a broom to a mast to denote a "clean sweep" of some nature or another, is a long-continued custom said to have had its origin nearly three centuries ago.

In 1652, when Holland and England were at conflict on the sea, Maarten Harpertzoon Tromp, a Dutch admiral, during one

phase of the war succeeded in defeating a detachment of the British fleet between Dover and Dungeness and thus gained temporary control of the English Channel.

It is recorded that Admiral Tromp, in subsequent engagements with the British, ordered his warships to carry a broom at the mast to indicate that they would continue to sweep the seas. Although Tromp was killed in a battle some months later, and the Dutch failed in their ultimate endeavor to keep the seas clean of the English, the custom of carrying the broom has been passed along to this day.

For many years the American Navy hoisted a broom at the masthead of ships that won gunnery and engineering competitions. During World War II, U. S. submarines frequently revived the custom by lashing a broom to the periscope prior to the return to base, to indicate that they had made a "clean sweep" of enemy vessels encountered on the patrol.



eran must have an honorable discharge or be in honorable active service. Residence in the state for at least six months immediately prior to entering service is required. Survivors are entitled to the amount veteran would have received if living.

There is no deadline for the Michigan bonus for Korean service, but this bonus is paid only to survivors of personnel who died of service-connected disabilities or illness in or out of service. Survivors include "spouse, children, parent (including person who stood 'in loco parentis,'—in place of parents), dependent brothers and sisters, in order named." To be eligible, the deceased serviceman must have been in service during some period after 27 June 1950 up to the termination of the national emergency. Likewise, he must have been a resident at least six months prior to entering service. Applications may be obtained from Commandant (DCRO), 9th Naval District, Bldg 1-B, Naval Training Center, Great Lakes, Ill., and further information from The Adjutant General, State of Michigan, Bonus Division, Lansing 1, Mich.

- **Minnesota**—Application deadline is 31 Dec 1951. Bonus is payable to veterans at \$10 per month with a maximum of \$270 for domestic service, and \$15 per month with a maximum of \$400 for foreign service (providing serviceman is credited with at least 30 days of foreign service). The bonus is paid only to veterans who were residents at least six months immediately prior to 7 Dec 1941, or entry in service, and who were on active duty sometime between 7 Dec 1941 and 2 Sep 1945. No bonus is payable to personnel who were in active service for five full years *immediately prior* to 7 Dec 1941. The next-of-kin of veterans who died in service from service-connected causes may receive \$400, or the same amount if death occurs out of service due to service-connected causes; otherwise, the survivor receives the amount the veteran would have received if living.

Applications are available to personnel on active duty from Commandant (DCRO), 9th Naval District, Bldg 1-B, Naval Training Center, Great Lakes, Ill., or Commissioner, Veterans' Affairs, State of



"So this is how you sailors learn to handle such a long line."

Minnesota, Adjusted Compensation Division, 213 E. 4th St., St. Paul 1, Minn.

- **Mississippi**—No bonus authorized.

- **Missouri**—A World War I bonus is still paid to qualified veterans applying before 31 Dec 1954 who served between 6 April 1917 and 11 Nov 1918. The maximum is \$250 credited at the rate of \$10 per month. Survivors may be paid the amount the veteran would have received if living. To be eligible the veteran must have lived in the state one year immediately prior to 6 Apr 1917. Applications should be filed with the State Service Officer, Post Office Drawer 147, Jefferson City, Mo.

Missouri did not authorize a WWII bonus.

- **Montana**—The state legislature has passed a bonus law which must first pass a court test before applications are available. Tentative deadline date is 1 Jan 1953. The bonus will pay, if finally approved, \$10 per month for domestic service and \$15 per month for foreign service, with a maximum of \$400, for service performed sometime between 7 Dec 1941 and 2 Sept 1945, both dates inclusive. Honorable separation, or current honorable service is required. Servicemen must have been residents of Montana at the time of entering service or on 7 Dec 1941, if they were in the service at that date.

- **Nebraska**—No bonus authorized.

- **Nevada**—No bonus authorized in this state.

- **New Hampshire**—No deadline for application or payment has been established. A WWII bonus is pay-

able to veterans of bona fide residence at time of entering service and with service of more than 90 days between 7 Dec 1941 and 31 Dec 1946, both dates, inclusive. The bonus includes \$10 per month of active service with a maximum payment of \$100. Survivors of veterans who died in service or from a service-connected cause will receive the maximum payment; otherwise, the amount the veteran would have received had he lived. Applications may be obtained from Commandant (DCRO), 1st Naval District, 495 Summer St., Boston 10, Mass., or from Adjutant General, State House, Concord, N. H.

- **New Jersey**—No bonus authorized.

- **New Mexico**—No bonus authorized.

- **New York**—No deadline has been set for the state bonus. The requirement that a veteran be a resident of the state at the time of application is no longer in effect, having been removed after November 1949 elections. World War II veterans on active duty between 7 Dec 1941 and 2 Sept 1945, both dates inclusive, who received honorable discharges or are on active duty, are eligible if a resident of the state six months immediately prior to entering service. The bonus includes \$50 for 60 days or less of domestic service; \$150 for more than 60 days of domestic service, or \$250 for any foreign service. Next-of-kin receive \$250 if the veteran's death occurred in service; otherwise, sur-

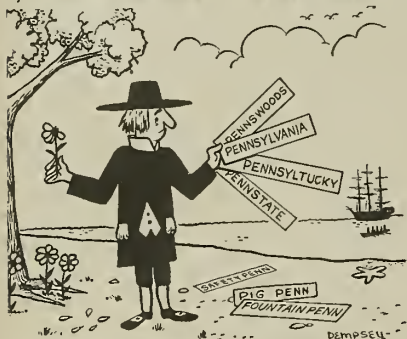


WHAT'S IN A NAME

Pennsylvania

That the old battleship *Pennsylvania* was christened in honor of the state of the same name, is an accepted and true fact. Contrary to popular belief, however, the state of Pennsylvania, strictly speaking, is not named for William Penn, its founder.

Many terms and expressions today prevalent in America derived from the old English navy. The British fleet also was more or less involved in the selection of Pennsylvania as the name of the new American



colony. Among its admirals was Sir William Penn, father of the Quaker settler William Penn. Admiral Penn had loaned the English crown 16,000 pounds, a debt remaining unpaid at the time of the admiral's death in 1670. The claim against the crown was inherited by Sir Penn's son, William, to whom King Charles II, in lieu of monetary settlement, bestowed the grant of territory from which the boundaries of Pennsylvania were determined.

Although William was bound by the king's decree that the new colony be named "Penn" in honor of his friend and benefactor, Sir William, the younger Penn felt that as a good Quaker he could not consistently name the colony after either himself or his father. It was his desire to call the territory New Wales, but in deference to Charles' wishes he suggested "Sylvania" (from the Latin "Silva," meaning "grove" or "wood") as a compromise. The full name Pennsylvania was the final compromise. Literally, the name means "Penn's Woods."

vivor is entitled to the amount the veteran would have received if he had lived. Applications of service personnel on active duty may be obtained from Commandant (DCRO), 3rd Naval District, Room 1412, 90 Church St., New York 7, N. Y., or from Veterans' Bonus Bureau, Department of Taxation and Finance, State of New York, 1875 N. Broadway, Albany 4, N. Y.

- *North Carolina*—No bonus authorized.

- *North Dakota*—The deadline for applications is 17 Feb 1954. Veterans who resided for at least six months in the state prior to entry in the armed forces, and served more than 60 days between 1 Jan 1941 and 1 Jan 1946 are paid \$12.50 per month for domestic service, and \$17.50 per month for foreign service. A \$600 *minimum* payment is made to the survivor of a veteran who died in service between those dates, or the *maximum* amount earned by the deceased veteran. No person shall be considered a resident of North Dakota if he was on continuous active duty in the armed forces for a period of five years or

more, immediately prior to 7 Dec 1941. Veterans must have established actual abode in North Dakota prior to the effective date of this act. Applications are available from Commandant (DCRO), 9th Naval District, Bldg 1-B, Naval Training Center, Great Lakes, Ill., or Office of the Adjutant General, Adjusted Compensation Division, Fraine Barracks, Bismarck, N. D.

- *Ohio*—Deadline was 30 June 1950.

- *Oklahoma*—No bonus authorized.

• **Oregon**—A deadline of 1 Dec 1952 has been set for applications by veterans of bona fide residence for a minimum of one year immediately prior to WWII active duty. Bonus is at rate of \$10 per month for domestic service, and \$15 per month for foreign service, with \$600 set as maximum. The maximum is also payable to a veteran with active service between 16 Sept 1940 and 30 June 1946 who was discharged with 50 per cent or greater (VA rated) service-connected disability. The VA rating must be based on the veteran's application made

within three months after his discharge. Survivors are entitled to maximum of \$600 if a service-connected disability was cause of, or a contributing factor, in serviceman's death. Otherwise, the survivor is entitled to the amount the veteran would have received. The first survivor in the following order will be paid: spouse, child or children, parent or parents. Applications are available from Commandant (DCRO), 13th Naval District, Room 104, Bldg 256, 1611 W. Wheeler St., Seattle 99, Wash., and Bonus Division, Department of Veterans Affairs, State Library Bldg., Salem, Ore.

• *Pennsylvania*—The deadline has been extended to 31 Dec 1951 for WWII veterans who served a minimum of 60 days in the "armed forces of the U. S. or allies." The bonus is paid for service between 7 Dec 1941 and 2 Mar 1946, provided some of the service was prior to 2 Sept 1945. The veteran must have an honorable discharge or still be in service. He must have been a resident of the state at the time of entering service. The maximum bonus is \$500, payable on a basis of \$10 per month for domestic service and \$15 per month for foreign service. The next-of-kin regardless of length of the veteran's service will receive the \$500 maximum if the serviceman died in service between 7 Dec 1941 and 2 Sept 1945. Otherwise, survivor is entitled to the amount the veteran would have received. Next-of-kin must be either the unmarried widow, minor child, mother or father. Applications are available from Commandant (DCRO), 4th Naval District, Bldg 4, Naval Base, Philadelphia 12, Pa., or World War II Veterans Compensation Bureau, Commonwealth of Pennsylvania, Harrisburg, Pa.

- *Rhode Island*—Deadline was 31 Oct 1949.

- *South Carolina*—No bonus authorized.

- *South Dakota*—Deadline was 1 Sept 1951.

- *Tennessee*—No bonus authorized.

- *Texas*—No bonus authorized.

- *Utah*—No bonus authorized.

- *Vermont* — Bonuses for both WWII and the Korean crisis are payable only to *enlisted* personnel and

graphic pencil in each space opposite the question on the answer sheet. The cheaters think this will give them a perfect score. And it would if the machine were set to record correct answers only. By making an adjustment or two on the machine, however, it will record all wrong answers. Thus, this exam paper would wind up with a big, fat "zero."

There are other precautions. A chief inspects each exam before it is fed into the scoring machine. In this way, evidence of "monkey business" often turns up. After exams are scored mechanically, those very high, those very low and the borderline failure cases are double-scored. Usually they are hand-scored to detect irregularities—either on the part of the candidate or the scoring machine.

A few cases have been discovered where advance information on the exams was obtained. From time to time, copies leak out and are sold. Rumors about advance dope are not new to the center. When such a rumor pops up, Naval Intelligence officers move in, investigate and usually the culprits—if any—are swiftly apprehended and punished.

When the scoring has been completed, the selection begins. The advancement lists are printed from IBM cards—those cards with holes punched in them to represent letters and numbers. There is a card for each candidate. It carries the usual identification data, the marks on the professional and military exams and the final multiple, based on examination marks and service credits. All cards are filed together by rating and pay grade.

They are sorted first to weed out those who failed either the professional or military exam. The cards of the successful candidates are sorted in order of the final multiple. These cards are then fed into a printing machine which prints an advancement list showing each passing candidate in order of his final multiple.

A quota authorization—furnished by BuPers and giving the number of advancements to be made in each rating and pay grade—is then consulted. Starting at the top of the advancement lists, the allowed number in each pay grade of each rating is counted down on the list. A red line is placed under the last name

Don't Pawn or Sell Uniforms or Gear Issued to You

Don't hock gear issued to you by the government. Pawning, selling, bartering, lending or giving away any part of issued clothing or gear, can lead you to grief.

Take the recent case of a member of the armed forces who was court-martialed for pawning his uniforms. The serviceman was reduced to the lowest non-com grade of private, fined \$30 and sentenced to 30 days at hard labor.

However, if you want to make a deal with a shipmate for the sale of any article of personal clothing which is stenciled with your name, you will need an authorization from your commanding officer. The reason for this is to protect the buyer.

Navy regulations state that "No enlisted person in the naval service shall have in his possession, without permission from proper authority, any article of wearing apparel or bedding belonging to any other person in the naval service."

Article 108 of the new Uniform Code of Military Justice, effective 31 May 1951, says that, "Any person subject to this code who, without proper authority; (1) sells or otherwise disposes of; or (2) willfully or through neglect damages, destroys, or loses; or (3) willfully or through neglect suffers to

be lost, damaged, destroyed, sold or wrongfully disposed of; any military property of the United States, shall be punished as a court-martial may direct."

Depending on the particular facts of each case, according to the Judge Advocate General, offenders may be charged with the violation of *Navy Regulations* or Article 108 of UCMJ.

The Table of Maximum Punishments (Paragraph 127c of the Manual for Courts-Martial 1951, effective 31 May 1951), provides a maximum punishment of two years' confinement at hard labor and a dishonorable discharge for the violation of a lawful general order or regulation. For the violation of Article 108, UCMJ, by selling or otherwise disposing of military property of the United States, the table provides a maximum punishment of six months' confinement at hard labor and a dishonorable discharge if the property is valued at \$20.00 or less. If valued at \$50.00 or less and more than \$20.00, the maximum is one year's confinement at hard labor and a dishonorable discharge. If valued at more than \$50.00, the maximum is five years' confinement at hard labor and a dishonorable discharge.

counted. All names above the red line will be authorized to be advanced in rating.

The cards of those to be advanced are then punched to show that they are to be advanced. These cards are sorted first by convening authorities and then by activities under the convening authorities. Finally all the cards for each command of those men to be advanced are put in order alphabetically by name and rate.

A forwarding letter, authorizing the advancements, is attached to the list which is then mailed to the activity concerned. A similar sorting is made of those who passed but are not within the quota and those who have failed. These lists are also sent to the activities concerned.

This work takes time and many men have complained that the time

lag between the date of the exam and the announcement of those who passed and are to be advanced is excessive. To help eliminate this bottleneck, the center now includes a postcard with each examination. The candidate addresses the card to himself and the local examining board staples it to the exam report form.

The card is arranged so that the center can indicate whether the man passed or, if he failed, which parts he failed. These cards are mailed to the candidates as soon as possible after the exams are scored. Of course, they do not state whether or not the successful candidate will be advanced.

A man who passed can then decide for himself whether he should wait to see how he comes out in



the final standings or begin to study for the next exam. He knows, however, that his study plan is pretty sound.

For the man who failed one or more parts of the exam, the course would seem clear. He should start immediately to study for the next service-wide exams, stressing the parts of the exam he failed.

There have been complaints about the 2.5 minimum mark for both the professional and military parts of the examination. The usual reasoning is that a man who makes a 3.5 on his professional exam and a 2.45 on his military exam is a pretty smart sailor in his own field and should be more valuable than one who makes a 2.5 on each part.

As a trial measure, starting in January 1952, the Naval Examining Center will present a combined examination. This exam will cover both the professional and military requirements. The military questions will total about 30 per cent of the

over-all exam. They will be selected to cover those military subjects most applicable to the rating being examined, rather than the entire pay grade as is now the practice.

The combined exam is not designed to take the emphasis off the military factor, however. On the contrary, a good mark on the military questions will raise the over-all mark and compensate for some errors made in the professional questions.

To make sure that all candidates will have an equal chance on this part of the exam, all military questions will be limited to material covered in the General Training Courses for petty officers, the *Blue-jackets' Manual* and certain basic portions of the *Uniform Code of Military Justice*.

The question of keeping the examination questions for use as study guides is another one frequently asked. Letting the men keep the booklets would certainly eliminate the administrative work necessary to account for each one.

But there are three reasons for "calling in" all copies of the exam booklets. First, the exam is only a "spot check." If candidates were allowed to keep their booklets for study guides, they might distort their studying and thus not cover their subjects thoroughly. In addition to not having a basic knowledge of their rating they would stand a good chance of failing the next exam which might emphasize other aspects of their rating.

In addition, they might tend to become "memorizers." Learning the correct answer to a question contributes little toward gaining a basic, well-rounded knowledge of the subject.

Finally, the number of good questions that apply to a specific rating is limited. From time to time, questions may reappear on subsequent exams. Obviously, the questions would be worthless if they were

allowed to circulate throughout the Navy.

In a relatively short time, the center has come a long way toward achieving its objectives and overcoming the obstacles that have confronted it.

Many recommendations have been forwarded to the center by commands afloat and ashore which are being utilized toward improving the examinations and the accompanying procedures.

Further information on the Naval Examining Center is contained in *ALL HANDS*, January 1950, pp. 12-13; November 1950, p. 23.

NAMTC Point Mugu Lagoon Has Zoological 'Treasure'

The Naval Air Missile Test Center at Point Mugu, Calif., is known by many scientists for something far removed from its routine activity of testing and launching guided missiles. Its tidal lagoon and salt marshes hold treasures which most NAMTC personnel do not realize exist.

The "treasure" is what zoologists call *invertebrate* animals. To the uninformed these are snails, clams, and other creatures lacking the bone structure which all humans consider important — the spinal column or backbone.

Twenty University of California at Los Angeles zoologists visited the NAMTC lagoon to obtain specimens for laboratory study.

The leading zoologists in the group said, "The Mugu lagoon is ideal as a habitat for invertebrate animals. In the bucketfuls of specimens which we obtained were moon snails, bubble shells, sea slugs, Venus clams, scallops, sand crabs and anemones."—P. G. Kellogg, AK2, usn.



Qualified Personnel May Apply for Commission in Medical Service Corps

Qualified officers and enlisted personnel of the Regular Navy or Naval Reserve on active duty may submit applications for appointment to the grade of ensign or lieutenant (junior grade) in the medical allied sciences and pharmacy sections of the Navy's Medical Service Corps.

Here is a list of the qualifications required. No waivers will be considered.

- Either sex may apply. Male candidates must be over 21 but under 32 years of age at time of appointment. Female candidates must be over 21 but under 30 on 1 July of the calendar year in which appointed.

- A female candidate is not eligible, however, if she is married or if she has a child, stepchild or adopted child under 18.

- Candidates must be U. S. citizens by birth or have been naturalized citizens for at least 10 years.

- Applicants for appointment as ensign must have an acceptable bachelor's degree in pharmacy or a bachelor's degree with a major—30 semester hours—in either bacteriology, biophysics, pathology, pharmacology, physics, radiobiology, public health (sanitation) or public health (industrial health).

- For appointment to lieutenant (junior grade) candidates must hold an acceptable doctor of science or doctor of philosophy degree in pharmacy or one of the allied sciences listed above.

- Candidates must show evidence of mental, moral and professional fitness. Candidates for the pharmacy section must submit evidence of registration as a pharmacist in one of the states or the District of Columbia.

- All candidates must pass a professional examination designed to determine their academic knowledge of their fields.

Enlisted personnel should submit an application in writing to their commanding officer. Then, if the CO believes the candidate is qualified and if he has been determined physically qualified, the candidate should submit a formal application, including all documents necessary to substantiate his qualifications, to the Chief of Naval Personnel (Attn: Pers

WAY BACK WHEN

The Strange "Demologos"

As the War of 1812 progressed, America came to realize that, in order to win, it would be necessary to break the tight English blockade of our ports and release bottled-up men-of-war for duty on the high seas.

With this in mind, Congress authorized Robert Fulton to proceed with the building of his *Demologos*—a twin-hulled, wheel-paddled steam vessel of most radical design.

In referring to the proposed *Demologos* (later to be officially designated *Fulton I*), a naval committee commented that if the ship came up to expectations, "she could, in a calm breeze, make choice of position or distance, and if she could move at the rate of four miles per hour, she could in the harbors and rivers be rendered more formidable than any kind of engine hitherto invented, and would be equal to the destruction of one or more 74s, or of compelling them to leave our waters."

Destined not only to be the first steam man-of-war, but also the first armored man-of-war with protected motive power, even though the armor was but of wood, the 157-foot-long *Demologos* was designed to be invulnerable. The average thickness of a 74s side was equal to 30 inches of oak; that of a frigate, 20 inches. The sides of *Demologos* were of 58-inch-thick live oak, practically double that of any ship

of the line at that time. Further, her 2,475 tonnage was much greater than that of any other steamship of her date.

Each of the two hulls (with combined beam of 65 feet) had its own keel, with an opening 15 feet wide and 66 feet long between the hulls for the wheel whose paddles were 14 feet wide and dipped four feet. One hull supported the vessel's engine, the other the copper boiler.

The vessel had four rudders, one at each end of each hull, and could steam either end foremost with a maximum speed of about six knots.

The original armament of *Demologos* consisted of 20 guns on a covered gun deck, but she was pierced for 30 long 32-pounders, with further provision for two 100-pounder submarine guns on each bow. Shot furnaces were installed for heating 32-pound shot, and pumps were rigged for discharging hot water against the enemy, a sea-warfare innovation as detrimental to enemy moral as today's liquid-fire throwers.

Although it so happened that *Demologos* was not fully completed until some months after peace had been declared, thus leaving her untested in actual combat, accounts of her circulated abroad during her building were so greatly exaggerated that it affected American reputation and particularly increased the respect of the English for the Americans as naval antagonists.



B6221), via his CO. The CO will review the application before it is forwarded to BuPers.

Officer personnel desiring an MSC commission should submit their applications to the Chief of Naval Personnel (Attn: Pers B6221), via their CO, briefly outlining their qualifications. They must include a special fitness report, a transcript of college

work completed, evidence of professional registration if required, and all other documents prescribed.

Candidates not selected or found not qualified will be notified by individual letter.

Complete details concerning the program are contained in BuPers Circ. Ltr. 97-51 (NDB, 15 June 1951).

Refraction Puts Heavenly Bodies Where They Aren't

Navigators of ships and planes must contend with a worrisome factor called refraction. It is caused by the earth's atmosphere. You may not realize it, but refraction is at work every time you see the sun, moon, stars or planets at low altitudes (near the horizon).

The effect of refraction is to make bodies near the horizon appear to be where they aren't. This can be very misleading when determining a ship or plane's geographical position by celestial navigation. No refraction and you'd see the sun rising and setting about eight minutes later than it actually does at the equator; about three minutes later on the usual North Atlantic and North Pacific routes.

Tables listing these errors caused by refraction are published by the Nautical Almanac Office of the U. S. Naval Observatory. Officials of this office decided not long ago to recheck the accuracy of the tables—tables that every ship or aircraft navigator uses almost daily. Navigators of 33 ships, both Navy and Merchant Marine, assisted by making 315 test observations.

To understand how this was done, a little information on refraction would be in order. Navigators prefer to take their sextant shots of heavenly bodies lying at altitudes from 20 to 70 degrees above the horizon. At these higher altitudes refraction error is considered negligible because the light from these bodies enters the atmosphere almost perpendicularly.

At the horizon, however, the light enters the atmosphere at an angle and passes through much

atmosphere. This not only causes the different time table of the sun but it gives the sun the flattened shape at the bottom which you often see at sunrise or sunset. For this reason, too, a star can be seen when it is really below the horizon.

In checking the figures in the refraction tables the navigator of each of the 33 testing ships determined at dawn and dusk his ship's geographical position by observing stars and planets at medium to high altitudes. Then he measured the actual and uncorrected altitude of the sun with his sextant.

The various measurements were sent in to the Nautical Almanac Office where they were compared with the sun's calculated position based upon the position of the ship at the time of the observation. When the ship measurements and the shore measurements were worked out they agreed with one another in a four-oh manner.

If there is any error in the theory of refraction at low altitudes, Nautical Almanac officials say, it is so little that the calculated position of a ship would be only a few tenths of a mile off.

As a result of these checks navigators can rely with even greater confidence on the refraction figures found in their nautical and air almanacs. One group of aircraft navigators to whom these observations and checks will be of special value are those flying near the North or South Poles. In these regions during the long polar day the only heavenly body that is regularly seen is the sun—a low-lying sun.

Members of the Nurse Corps Reserve May Transfer to USN If They Meet Requirements

Members of the Nurse Corps Reserve and former members of the Nurse Corps and Nurse Corps Reserve are now eligible to apply for appointment in the Regular Navy.

Eligibility requirements and application procedures are outlined in BuPers Circ. Ltr. 122-51 (NDB, 30 July 1951). Qualified applicants must have their credentials cleared and oath of office executed prior to their 40th birthday.

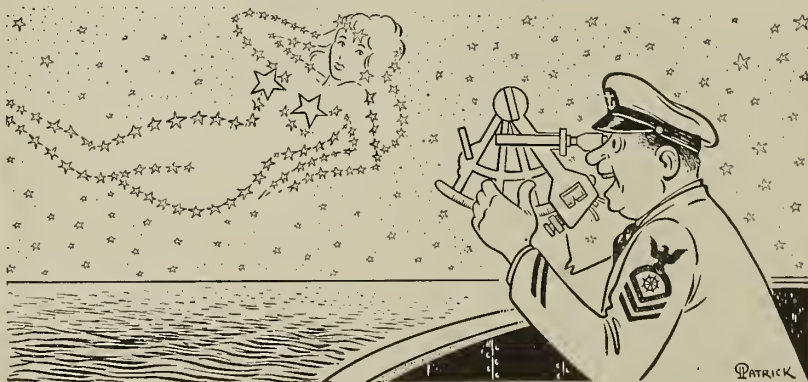
Both active, inactive, and former nurses must have been commissioned in the Navy or Naval Reserve prior to 1 Jan 1947. They must also be unmarried and meet the Medical Department physical requirements for appointment of women to commissioned grade.

Educational requirements are graduation from high school with a minimum of a four-year academic course and status as a graduate registered nurse in good standing.

Reserve Nurse Corps officers *now on active duty* who desire transfer to the Regular Navy will submit their requests as outlined in the circular letter, addressed to the Chief of Naval Personnel (Attn: Pers-B6221) via official channels and BuMed.

Reserve Nurse Corps officers *on inactive duty* and former members of the Nurse Corps and Nurse Corps Reserve may submit applications in the same manner via the nearest naval district commandant.

Transferred members upon reporting for active duty will be given such grade as they will be appointed to the grade they now hold in the Naval Reserve. In the case of former Nurse Corps officers they will be appointed to the grade they would have held had they retained their commissioned officer status. On each case Nurse Corps transferred officers will lose lineal position at the rate of five numbers each month or fraction thereof spent in inactive status, not to exceed 100 numbers, and no officer will be advanced higher than the grade of lieutenant. Promotion above the grade of lieutenant will be made by selection boards and only when a vacancy occurs in such higher grade.



Personnel Eligible for Mustering Out Pay and How Their MOP Is Computed

Many Navy men are not sure whether they're eligible for mustering out pay. Others want to know what amount they'll draw. Here's a roundup on the subject in answer to your queries.

Mustering out payments are payable only to certain officers and enlisted personnel of the Navy, Marine Corps, and Coast Guard, and their Reserve components, *upon discharge or release from active duty.*

Generally speaking, to be eligible you must have served on active duty sometime between 7 Dec 1941 and 30 June 1947. Only one day's active service during this period may be

sufficient to entitle you to MOP. Persons enlisting or reporting for active duty on or after 1 July 1947 are not eligible for MOP. Also lieutenant commanders and above and certain other persons are not entitled to MOP.

The amount of MOP to which a person is entitled depends on which of the following three conditions he meets:

- Active service of *less than 60* days between 7 Dec 1941 and the expiration date of an enlistment or active duty period which began on or before June 1947. That is, a man who enlisted on 30 June 1947 and served only a few days or weeks before being discharged for a disability would be eligible. The amount of MOP for persons in this category is \$100.

- Active service of *more than 60* days between 7 Dec 1941 and the expiration date of an enlistment or active duty period which began on or before 30 June 1947, *no part of which* was outside continental USA or in Alaska. For example, a man who enlisted 30 June 1947 and who served two months and a day without leaving the states would be eligible. Payment for men in this category is \$200.

- Active service of *more than 60* days between 7 Dec 1941 and the expiration date of an enlistment or active duty period which began on or before 30 June 1947, *any part of which* was outside continental USA or in Alaska. This would include a man who enlisted on 30 June 1947 and had nothing but stateside duty until this spring, when he served for a short while with Task Force 77 in Korean waters. In cases such as this the individual would be eligible for \$300 MOP.

There are certain personnel in the above categories who are *not* eligible for MOP. These include:

- Personnel who previously received \$300 MOP under the Mustering Out Pay Act of 1944. A person may receive MOP more than once, but the total must not be more than \$300.

- Personnel transferred or returned to the retired or inactive list with retired or retainer pay.

- Personnel (except those who

have served outside USA or in Alaska) discharged at their own request to accept employment as evidenced by specific entry on pages 9 and 10 of their service record.

- Personnel whose only service has been as a student under the college training program.

- Personnel discharged or released for the purpose of entering the Military, Naval or Coast Guard Academies.

- Midshipmen or cadets at those academies whose only service has been in a preparatory school.

- Personnel whose only period of active service has been for purposes of physical examination.

- Personnel (except those who have served outside USA or in Alaska) discharged at their own request for the purpose of enlisting or accepting commissions in the armed forces of allied nations or for serving with the United States Maritime Service.

- Personnel given dishonorable, bad conduct or undesirable discharges.

A man who has received MOP of less than \$300 by reason of completion of one period of active service is entitled to additional MOP upon completion of a subsequent period of active service. This service must fall under one of the three categories of service listed above. The total MOP for personnel with two periods of service shall not exceed \$300.

Submarines Now Getting 'Pre-Fabricated' Food

Sailors who man our submarines are getting "pre-fabricated" food these days—and they like it.

Frozen, pre-cooked meats that have already been cut, frozen vegetables and fruits, ready-mixed bread, cakes and other pastry goods are included in the rations. And chicken cacciatore, no less. The bluejackets are happiest about the pastries.

The new-type "submarine provision load" occupies 25 per cent less space than regular rations. This means more food can be taken aboard, reducing the need for short cruises to stock up on more food.

Garbage is 65 per cent less. This is an important factor in combat operations because a tell-tale trace of garbage, discharged either on the surface or underwater, can mean death.



QUIZ ANSWERS

Quiz Aweigh is on page 15

1. (b) Medal of Honor.
2. (a) Presented by the President in the name of Congress.
3. (c) Aneroid barometer.
4. (b) Atmospheric pressure. Both the aneroid (meaning "without fluid") and the mercurial (containing mercury) barometers measure atmospheric pressure. The psychrometer is the instrument combining wet and dry bulb thermometers for measuring dew point and relative humidity.
5. (c) Putting on a chain stopper.
6. (b) Pelican hook. Sometimes called a slip hook.

New Navy Book Lists Names and Records of Medal of Honor Winners

Since President Lincoln first authorized the Medal of Honor in the early part of the Civil War, the Navy has delivered this award—the highest in the nation—a total of 917 times in 87 years.

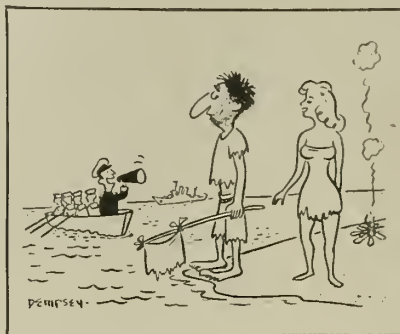
This information is disclosed in the first official all-Navy commemorative publication of its kind, a new book entitled *Medal of Honor, The Navy*. Since the book was published one medal has been awarded for action prior to 1949.

It contains the names and records the citations of 907 officers and men



of the Navy and Marine Corps, and one member of the Coast Guard, who received the Medal of Honor for heroic action between 1861 up to 1949. Navy personnel received 722 of the awards and Marine Corps personnel received 193.

A fact little known is that during the 87-year period, nine men received two Medals of Honor. These



"Only got room for one . . ."

men and their heroic actions which twice won for them the most coveted decoration are listed below:

John Cooper, Coxswain, usn, born in Ireland, 1832, was cited for his first award "on board *uss Brooklyn* during action against rebel forts and gunboats, and with the ram *Tennessee*, in Mobile Bay, 5 Aug 1864. Despite severe damage to his ship and the loss of several men as enemy fire raked her decks from stem to stern, Cooper fought his gun with skill and courage throughout the furious battle which resulted in the surrender of the prize rebel ram *Tennessee* and the damaging and

destruction of batteries at Fort Morgan."

His second medal was won also in Mobile Bay during a "terrific fire" on 26 Apr 1865. "At the risk of being blown to pieces by exploding shells, Cooper advanced through the burning locality, rescued a wounded man from certain death, and bore him on his back to a place of safety."

Daniel J. Daly, Private, usmc, received his two decorations for actions in widely separated areas, first in the China Relief Expedition in Peking against the Boxers, and again 15 years later as a gunnery sergeant in the Haitian Campaign of 1915.

John King, Watertender, usn, was twice awarded "for heroism in the line of his profession" and in both cases the actions occurred during accident to the boilers on ships, first in *uss Vicksburg*, May 1901, and again in *uss Salem*, September 1909.

Patrick Mullen, Boatswain's Mate, usn, serving during the Civil War, received two Medals of Honor on board *uss Don*. During an expedition up Mattox Creek, March 1865, he loaded a heavy howitzer, while forced to lie on his back, and fired it with such accuracy as to cause the retreat of the rebels, after many had been killed or wounded. Six weeks later he won his second award when he engaged in helping to save the crew of a picket launch which had swamped, and personally rescued a drowning officer at great risk to himself.

John McCloy, Chief Boatswain, usn, was first cited for heroic conduct with the relief expedition of the Allied forces in China, June 1900, and again in April 1914, at Vera Cruz, Mexico. His second award was for his heroism in leading three picket launches along the sea front "drawing Mexican fire and enabling cruisers to save our men on shore . . . though wounded he gallantly remained at his post."

Three of the nine men to receive two awards of the Medal of Honor were cited for rescues of persons from death by drowning under extremely hazardous conditions. They were: Robert Sweeney, Ordinary Seaman, usn; Albert Weisbogel, Captain of the Mizzen Top, usn, and

917 Are Honored for Action Prior to Korea

The number of Medals of Honor awarded by wars and campaigns is summarized as follows:

	Navy	Marine Corps	Total
Civil War	310	17	327
Korean Campaign, 1871	9	6	15
Spanish-American War	66	15	81
Philippine Insurrection	9	8	17
China Relief Expedition	22	34	56
Action Against Outlaws, Philippines	5	0	5
Mexican Campaign			
Vera Cruz	46	9	55
Haitian Campaign, 1915	0	6	6
Dominican Campaign	0	3	3
World War I	21	7	28
Haitian Campaign, 1919-20	0	2	2
Second Nicaraguan Campaign	0	2	2
World War II	57	79	136
Coast Guard			1
Peacetime Periods	177	5	182
Total number of awards	722	193	916

Since the publication of *Medal of Honor, The Navy*, an additional award went to a colonel of the Marine Corps for action prior to 1949.

Louis Williams, Captain of the Hold, USN.

Major Smedley D. Butler, USMC, was cited twice, first for distinguished conduct in the Vera Cruz, Mexico, engagement, April, 1914, and the second for his action in the Haitian Campaign of 1915. When he was commanding officer of detachments of marines and sailors from *uss Connecticut* he led the attack on Fort Riviere, Haiti, and after engaging in hand-to-hand combat, took the bastion and crushed the Caco resistance.

For the potential heroes of 1861 there were no medals established until December 1861 when President Lincoln authorized the Medal of Honor in a message to Congress as an "Act to further promote the efficiency of the Navy."

Records in the book show the earliest date of battle action for which the Medal of Honor was awarded to a Navy man was 26 June 1861, when John Williams, of New Orleans, La., 33-year-old Captain of the Maintop, USN, was cited in General Order 11, 3 Apr 1863, as follows: "Serving as Captain of the Maintop of the *uss Pawnee* in the attack upon Mathias Point, 26 June 1861, Williams told his men, while lying off in the boat, that every man must die on his thwart sooner than leave a man behind. Although wounded by a musket ball in the thigh, he retained charge of his boat; and when the staff was shot away, held the stump in his hand, with the flag, until alongside the *Freeborn*."

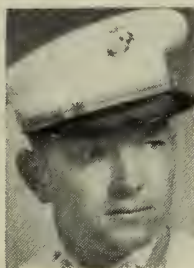
Another early date of heroic action is recorded for 36-year old Benjamin Swearer, Seaman, USN, of Baltimore, Md., whose citation reads: "Embarked in a surfboat from the *uss Pawnee* during the action against Fort Clark, off Baltimore Inlet, 29 Aug 1861. Taking part in a mission to land troops and to remain inshore and provide protection, Swearer rendered gallant service throughout the action and had the honor of being the first man to raise the flag on the captured fort."

A total of 260 Medals of Honor have been awarded to foreign-born personnel of the U.S. Navy, Marine Corps, and Coast Guard.

The book is \$4.00 and may be purchased from the Government Printing Office, Superintendent of Documents, Washington 25, D. C.

Marine Gets Medal of Honor for Action in Korea

First Lieutenant Henry A. Commiskey, USMC, became the first Marine to be presented the Medal of Honor in the Korean conflict.



1st LT Commiskey

Posthumous awards of the Medal of Honor have been made to three other Marines

The Nation's highest decoration was presented to Lieutenant Commiskey in ceremonies at the White House.

Posthumous awards of the Medal of Honor have been made to three other Marines

—two privates and a lieutenant—killed while protecting their buddies from enemy fire in Korea. The medal winners were:

Private Stanley R. Christianson, USMC, who gave his life in a "ferocious enemy attack."

First Lieutenant Baldomero Lopez, USMC, killed when he threw himself on an enemy hand grenade in order to protect his men during the Inchon landing.

Private Eugene A. Obregon, USMC, killed at Seoul last September when he intentionally took an enemy bullet which was meant for a wounded buddy.

Transport COs Get Awards For Inchon Ship-Handling

Skillful maneuvering of the Navy's big troop and cargo transports played an important role in the success of the Inchon amphibious attack September 1950. Despite hazards of extreme tidal and current conditions, and constant danger from floating enemy mines, transport fleet skippers did a "superb ship-handling" job.

The COs of fifteen troop and cargo transports who contributed to the success of the Navy's operation at Inchon have been awarded the Bronze Star medal with Combat "V".

The commanding officers and names of their ships, cited for meritorious service in action during the amphibious assault are: Captain Crutchfield Adair, USN, *uss Achernar* (AKA 53); Captain Henry F. Agnew, USN, *uss Oglethorpe* (AKA 100); Captain Robert N. S. Clark, USN, *uss Alshain* (AKA 55); Captain Samuel H. Crittenden, Jr., USN, *uss Pickaway* (APA 222); Captain Charles A. Ferriter, USN, *uss President Jackson* (APA 18); Captain Henry Farrow, USN, *uss Seminole* (AKA 104); Captain Michael F. D. Flaherty, USN, *uss Noble* (APA 218); Captain John E. Fradd, USN, *uss Henrico* (APA 45); Captain Tyrell D. Jacobs, USN, *uss Thomas Jefferson* (APA 30); Captain Raymond S. Lamb, USN, *uss George Clymer* (APA 27); Captain Eugene L. Lugibihl, USN, *uss Whiteside* (AKA 90); Captain James A. Prichard, USN, *uss Washburn* (AKA 108); Captain Wil-

liam M. Searles, USN, *uss Thuban* (AKA 19); Captain Daniel J. Sweeney, USN, *uss Cavalier* (APA 37), and Captain Gerald D. Zurmuehlen, USN, *uss Union* (AKA 106).

Corpsman Gets Silver Star For Aid to Wounded Marines

Edward J. Emery, Jr., HM3, USN, has been awarded the Silver Star Medal for exceptional courage in risking his own life to give aid to the wounded in Korean fighting.

While serving as a corpsman with a Marine artillery battery in Korea, Emery moved forward under intense fire to search for wounded and administer first aid. Although wounded himself and suffering from frozen limbs following a fierce five-hour battle, he carried a wounded marine on his back and crawled to a rear area to obtain medical treatment.

Four Sailors Help Rescue Persons in Burning House

Without regard for their own personal safety, four sailors from *uss Atka* (AGB 3) entered a burning house in Jamaica Plain, Mass., to assist firemen in rescuing occupants and combating the blaze.

The crewmen, Richard E. Dowling, RM3, USN; Faustino F. Alanis, RM3, USN; Robert E. Ritacco, RMSN, USN; and John F. Whalen, Jr., SN, USN; received commendations from the Boston Fire Commissioner and from the commandant of the 1st Naval District.

Newest Movies Are Listed For the Convenience of Ships and Overseas Bases

For the convenience of ships and overseas stations ALL HANDS reports the following list of motion pictures available through the Navy Motion Picture Exchange, Brooklyn, N. Y.

The number following the title indicates the program number to be used when ordering the 16-mm. films. (T) indicates technicolor film. Distribution of the following titles began in August 1951.

The Guy Who Came Back (677): Comedy; Paul Douglas, Joan Bennett.
Appointment with Danger (678): Crime melodrama; Alan Ladd, Phyllis Calvert.

Man With My Face (679): Mystery; Barry Nelson, Carole Matthews.

Excuse My Dust (680) (T): Comedy; Red Skelton, Monica Lewis.

The Frogmen (681): Drama; Richard Widmark, Dana Andrews.

Mr. Imperium (682) (T): Comedy; Lana Turner, Ezio Pinza.

Ace in the Hole (683): Drama; Kirk Douglas, Jan Sterling.

When I Grow Up (684): Drama; Robert Preston, Martha Scott.

Prinee Who Was A Thief (685) (T): Melodrama; Tony Curtis and Piper Laurie.

Sealed Cargo (686): Melodrama; Dana Andrews, Claude Rains.

Kind Lady (687): Drama; Ethel Barrymore, Maurice Evans.

Pandora and The Flying Dutchman (688) (T): Drama; Ava Gardner, James Mason.

Strictly Dishonorable (689): Comedy; Ezio Pinza, Janet Leigh.

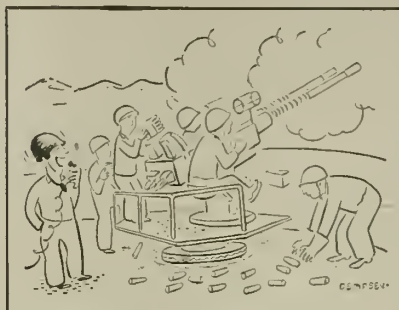
Jim Thorpe, All American (690):

Personnel Authorized To Wear Combat Device

A new list of personnel authorized to wear the Combat Distinguishing Device on the Legion of Merit, Bronze Star Medal and Commendation Metal Pendant, is published in BuPers Circ. Ltr. 117-51 (NDB, 30 July 1951).

A previous list of names of persons authorized to wear the Combat "V" was published in BuPers Circ. Ltr. 52-51 (AS&SL, January-June 1951).

The privilege of wearing the "V" does not automatically entitle personnel to the benefits of law governing retirement.



"Bacon with eggs over easy."

Sport drama; Burt Lancaster, Charles Bickford.

He Ran All the Way (691): Drama; John Garfield, Shelley Winters.

The Iron Man (692): Melodrama; Stephen McNally, Evelyn Keyes.

Cyrano de Bergerac (693): Drama; Jose Ferrer, Mala Powers.

Cattle Drive (694): Western; Joel McCrea, Chill Wills.

Little Egypt (695) Comedy; Rhonda Fleming, Mark Stevens.

Roaring City (696): Adventure; Hugh Beaumont, Richard Travis.

Hard, Fast and Beautiful (697): Comedy; Claire Trevor, Sally Forrest.

Mr. Belvedere Rings the Bell (698): Comedy; Clifton Webb, Joanne Dru.

Little Bighorn (699): Melodrama; John Ireland, Lloyd Bridges.

Fabiola (700): Drama; Michele Morgan, Henry Vidal.

Chaplain Gets Silver Star For Action with Marines

A Navy chaplain has been awarded the Silver Star for gallantry in action with a Marine infantry battalion in Korea.

Lieutenant (junior grade) Cornelius J. Griffin, ChC, USN, was cited by the Marine Corps as being an "inspiration to all who observed him."

The chaplain's courage was demonstrated in particular during a fierce coordinated night attack by the enemy. At the height of the attack Chaplain Griffin continuously exposed himself to heavy enemy fire as he moved among the Marines lending solace and encouragement. His presence and display of courage "inspired the men . . . and aided materially in a rapid consolidation of the lines."

While the Marines were being subjected to heavy fire, Chaplain Griffin left the comparative safety of the battalion sick bay where he had been helping the wounded and moved up to the front lines.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, NavActs, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnavs, NavActs and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 85—Ordered colors to be displayed at half mast when flown until sunset of day of funeral of Stephen T. Early, former Deputy Secretary of Defense.

No. 86—Announced date of funeral for the former Deputy SecDefense.

No. 87—Directs disbursing officers to forward to BuPers' Family Allowance Unit a list of EMs being credited with BAQ (for parents) whose pay records indicate that BuPers approval of application has not been received and a second list to be forwarded to the same unit of EMs receiving BAQ who have unverified applications involving dependents other than parents.

No. 88—Announces the opening of the nationwide defense bond drive, to continue to 27 October, and urges all military and civilian personnel of the Navy and Marine Corps to participate in this mutually beneficial and urgent national defense program.

No. 89—Pending the issue of "Record of Duties Performed" (Form NavPers 3031), commanding officers are required to continue to maintain up to date each officer's qualification record jacket (NavPers 305) by filing in that jacket a copy of data contained in Sections 1 through 5 of the new fitness report (NavPers 310, revised 3-51), whenever fitness reports are submitted.

No. 90—Applies to applications for designation as engineering duty officer from line officers, and requires that such applications must reach BuPers prior to 15 Oct 1951.

No. 91—Authorized the granting of leave, if practicable, to persons of Jewish faith for holy days observed between 30 September and 10 October.

No. 92—Lists the names of officers

32 Receive Good Conduct Medals for 135 Years

A total of 135 years of good conduct brought recognition to 32 men attached to Air Anti-Submarine Squadron 23 who were awarded Good Conduct Medals and awards. Presentation was made on board USS *Bairoko* (CVE 115) at Yokosuka, Japan.

This award-making ceremony was brought about through the efforts of Francis J. McBee, PNA1, USNR, who delved into the service records of his squadron mates to determine their eligibility for the awards. Almost all of this research was done on McBee's off-duty time, with McBee interviewing each man and writing to the Bureau of Naval Personnel for verification if there was any doubt.

approved by the President for temporary promotion to grade of Captain, USN.

BuPers Circular Letters

No. 129—Individuals who have received Letters of Commendation awarded in the name of the President and issued for service in the Korean campaign are directed to return such letters to the issuing command for reissue in the name of the command.

No. 130—Outlines procedures pursuant to presidential regulations for effecting temporary promotions to grades of lieutenant commander, major and below in the Navy, Marine Corps and their Reserve components. Includes regulations governing temporary appointments to commissioned status of warrant officers, chief petty officers and petty officers 1st class, and their Marine equivalents.

No. 131—Lists in lineal order the LDO candidates recommended for appointment by 1951 selection board who are eligible for promotion to lieutenant (junior grade) during calendar years 1951 through 1953.

No. 132—Announces applications for deep sea diving training will be accepted from USN warrant officers in grades of gunner (designator code 7230) and boatswain.

No. 133—Announces convening on 11 September of selection boards to

recommend Medical, Supply and Dental Corps officers for temporary promotion to rear admiral. The same boards and a CEC board will also consider captains who are eligible for continuation on the active lists.

No. 134—Establishes policy concerning the assignment of more than one member of a family to the same unit.

No. 135—Announces acceptance of application from Reserve dental officers for appointment in Dental Corps, USN.

No. 136—Lists acceptable expenditures which may be charged to appropriate station maintenance funds for CPO Messes and EM Clubs Ashore.

No. 137—Contains information on Navy Relief Society.

No. 138—Modifies BuPers Circ. Ltr. 56-51 to the extent that any Reserve officer on active duty whose questionnaire shows that he desires to serve beyond the period of obligated service can assume unless otherwise notified that his request will be granted.

No. 139—Supplements and revises the list of naval and other armed forces schools providing classified courses for which personnel security investigations and clearances are required.

No. 140—Applies to deadline dates for the 1952 increments of the LDO program as outlined in BuPers Circ. Ltr. 62-50, specifying that the same schedules will be observed except when dates fall on a Saturday, Sunday or national holiday, in which case the date will be the next succeeding weekday.

No. 141—Lists schedule of service-wide competitive examinations during January 1952 and requirements for advancements to pay grade E-4, E-5, E-6 and E-7 in all general service and emergency service ratings.

No. 142—Supplements administrative instructions contained in BuPers Circ. Ltr. 85-51 concerning procedures for separation of officers.

No. 143—Contains instructions regarding the qualifications of officers and enlisted personnel to test, adjust and repair influence-type mine fire mechanism.

No. 144—Outlines standard instructions regarding information and instructions which will be included in initial active duty orders issued to naval personnel.

HERE'S YOUR NAVY

Long before the first traffic cop, the Navy—along with the other maritime organizations of the world—was following a set of sea-going traffic rules. Labeled "Rules of the Road,"



they were drawn up to increase safety at sea by helping to prevent collision of vessels. Rules of the Road with which U. S. Navy vessels are generally concerned fall under three headings: International Rules, Inland Rules and Pilot Rules.

* * *

Waters of the high seas are covered in International Rules, Inland Rules and Pilot Rules for inland waters apply inside the high seas boundaries of the U. S. Most of the areas not cov-



ered by Inland Rules, such as the Great Lakes and rivers emptying into the Gulf of Mexico, are covered by Pilot Rules for the specific area. Regardless of where a collision happened, courts always ask, "Who violated the rules?"

* * *

Most of the present rules were drawn up internationally and were enacted by Congress in the 1890s. Applying to Navy and merchant ships alike, the rules cover such subjects as lights, sound signals and privileged vessels versus burdened vessels. Two handy little poems that help keep in



mind the probable meaning of lights are: "Green to green, red to red; perfect safety, go ahead!" "Red over white, fishing at night; white over red, pilot ahead!"

BOOKS: SOME FALL READING WILL PICK YOU UP

SHIP AND STATION libraries are receiving more and more books selected by the BuPers library staff. Reviews of some of the latest—designed for good fall reading—follow:

• *Seven Leagues to Paradise*, by Richard Tregaskis; Doubleday and Company.

The author of *Invasion Diary* and *Guadalcanal Diary* has come up with a book describing his leisurely trip around the world in search of the "perfect place to live, the Garden of Eden rediscovered." It is interesting to note that Mr. Tregaskis lives in Hollywood.

In *Seven Leagues to Paradise*, Mr. Tregaskis describes the people he meets along the way and their environment. Political and moral institutions, spiritual gropings, societies in a state of flux are discussed.

Ex-GIs in Australia, Indian untouchables and women in various lands—in various stages of undress—dot Tregaskis's interesting, perceptive book.

• *Ice Is Where You Find It*, by Captain Charles W. Thomas, USCG; Bobbs-Merrill Company.

Four years in the Greenland Patrol during World War II coupled with RADM Richard E. Byrd's expedition to the Antarctic in 1947 make up the background for Captain Thomas' book.

He skippered the first ocean ice-

breaker to be built during the war. Called *Eastwind*, it crashed its way farther north than any other ship had traveled under its own power. It has another first to its credit: the capture of an enemy surface vessel—the first such capture by the United States since the war with Spain.

Rear Admiral Byrd calls Captain Thomas "one of the best ice sailors alive." He is also a pretty good writer. If you like tales of hazards and exploits, told with warmth and humor, this book will be good reading for you.

• *Wasa-Wasa*, by Harry Maefie; W. W. Norton and Company.

This is another story of adventure in the far north—but it is the far north of the gold rush days in northern Canada and Alaska.

Mr. Maefie spins interesting yarns of his quests for gold, of brushes with unfriendly Indians (whose gold he sought and found), of races with death, of daring and heroic dog teams, of frostbite and amputations, of friendship and madness.

The account of Maefie's days in the north wilderness is told in a competent style. Many of the incidents will stick in your mind for days.

"Wasa-Wasa," by the way, is not the name of an Indian tribe—it simply means "far, far away" in the language of the Indian.

• *The Many Loves of Dobie Gillis*,

by Max Shulman; Doubleday and Company.

Shulman, a prolific and popular writer, has collected 10 episodes from the college campus life of Dobie Gillis, student and lover. Each story has a leading lady. Each lady differs enough from the preceding one to complicate Dobie's life and amuse the reader.

These stories, depicting the foibles of youth today, make excellent light reading.

• *Dementia Pigskin*, by Francis Wallace; Rinehart and Company.

This is a timely book—what with football season getting nicely under way—and frost forming on the pumpkins.

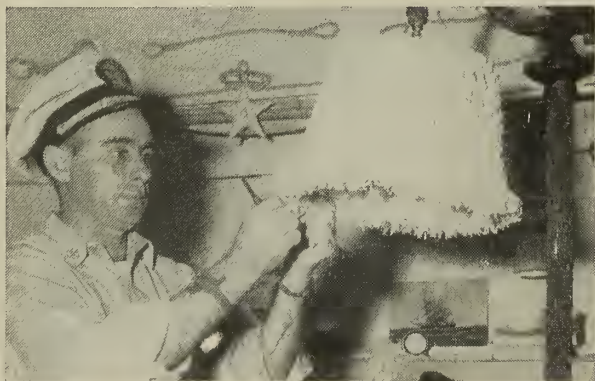
In his first chapter, the author rationalizes his title by saying the term "pigskin" will attract football fans while the term "dementia" will bring in buyers of books on psychiatry, psychoanalysis and the like. It will be interesting to see how his reasoning pans out.

• *The Naval Officer's Manual*, by Rear Admiral Harley Cope, USN (Ret); Military Service Publishing Company, Harrisburg, Pa. (\$3.50)

The second edition of this valuable manual is now in print. It contains 133 additional pages. Chapters have been added on Ships and Aircraft of the Navy, Life on Overseas Stations, Travel and Transportation, and Administrative Records. There is also an appendix on Traditional Songs and a glossary of naval terms.

Other chapters have been expanded, with the help of suggestions from readers of the first edition.

Navyman Spends Leisure Hours Tying Square Knots and Fancy Ropework



WORKING splices, fancy tassels, knots and twists is interesting pastime of CHBOSN Crawford Hayden.

Square knotting and fancy ropework, a fine old mariner's craft, has one of its most skilled workers in the person of Chief Boatswain Crawford Hayden. Boatswain of USS *Albany* (CA 123), he has followed this craft since he first joined the Navy 16 years ago.

His fancy rope and canvas work has been used for decorative effect on ship's boats of the various ships he has served in. Examples of his work are on exhibit at the Marine Museum at Portsmouth, Va. Among these pieces are some that took three years to complete.

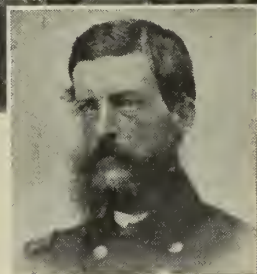
In his stateroom on board the cruiser he has intricately worked picture frames, lamp shades and lamp stands. When Mr. Hayden breaks out his going-ashore clothes, he wears one of his "homemade" square-knot belts. A piece of canvas spread across the bottom of an overhead bunk furnishes the back of a knot board on which he has displayed several types of splices.

JOURNAL of the PERRY EXPEDITION TO JAPAN



ALL HANDS BOOK SUPPLEMENT

Sailing in his mid-twenties in the steam sloop-of-war Powhattan, as a member of a world famous naval-diplomatic venture, Edward Yorke McCauley kept a diary: "Journal of the Perry Expedition to Japan"



EDWARD YORKE MCCAULEY

The negotiations for the peace treaty with Japan which are now completed recall the historic first treaty between the United States and Nippon, which happened slightly less than a full century ago.

On 31 Mar 1854, Commodore Matthew Calbraith Perry, USN, and high commissioners of Nippon signed a treaty of peace and friendship which opened the long-barred door of Japan to the occidental world. Japan at that time was an unknown land, still immersed in much of the fental tradition of the past. Until Perry succeeded in bringing about a mutual agreement, the country had been virtually closed to foreigners.

Perry's naval-diplomatic mission changed all that, although the Japanese still were unwilling for the American sailors to enter the city of the ruling Shogun, which was called Yedo, later to be renamed Tokyo.

The day-to-day events surrounding the signing of the treaty are described vividly by Edward Yorke McCauley, USN, young acting-master of USS Powhattan, one of nine ships on the expedition. The full text of his Journal of the Perry Expedition to Japan, of which excerpts are reprinted here, is available, along with an interesting background sketch, in the book *With Perry in Japan*, edited by Allan B. Cole and published by the Princeton University Press.

FEBRUARY 13th 1854. After a pretty strong gale for two, we reached the weather Japanese islands, and a dangerous sort of navigation it is too. Of course the charts that we had of the sea were as faulty as they well could be, and one morning we found ourselves in the midst of a party of scattered rocks that were not down in them at all. Finally the volcanic island of Oshima was put about 30 miles to the Eastward; at about three o'clock in the afternoon we stood into the harbor, the *Macedonian* steering by these same charts ran into the bay in the dark and ran aground. We immediately sent boats etc. but the *Mississippi* caught hold of her and pulled her off like a baby.

We all anchored in "False Bay." About 10 o'clock I got a sight of Mount Fusi Gama [Fuji Yama], an extinct Volcano; it was a beautiful sight, rising, snow cap & bright from the surrounding black mass of hill and mount.

February 14th. Got underway this morning, took one of the sailing ships in tow of each steamer, and pro-

Edward Yorke McCauley's original manuscript is owned by the New-York Historical Society. His journal has been published in the book *With Perry in Japan*, edited by Allan B. Cole, published, with copyright in 1942, by Princeton University Press. Permission to reprint excerpts has been granted ALL HANDS by the copyright owners.



USS *Powhatan* was one of nine ships on expedition.

ceeded up the bay of Jeddo, passed Goriama which has heretofore been the bounds which no stranger vessel has passed.

We beat to quarters, and were ready for any excitement—but not a shot was fired. A few boats with Mandarins put off after us, but gave up the chase when they saw they were not noticed. We got up to the American anchorage where we came to, and banked fires.

Found the *Southampton* at anchor; she arrived here a few days ago, and has been making herself comfortable. To all enquiries her captain answered that "he was very well," and that "he had come to spend a year with them." He said he had plenty provisions (no doubt of it, she carried three months' stores for three ships) so he has been left alone. They [the Japanese] are not as troublesome and imperious to men of war as they are to Merchantmen, although the *Southampton* only carries four guns.

February 15th. A number of Japanese officials came on board to have a conference. It appears that they required the Squadron to go down to Goriama, which the Commodore wouldn't accede to. They kept on making inquiries about health &c, doing the polite, but little else was done.

February 16th. The Commodore having given the natives three days to decide on giving him a reception here or at Jeddo, they came on board today in a glorious humour saying that they had good news from Jeddo, that the treaty was to be signed and everything settled amicably—I even got a pair of the officials to come down into the steerage where we gave them a little feed, & a glass of something to astonish their insides. But bless my wig, they swallowed poteen, Brandy, Gin & saki alternately, a mixture that would swamp the d-vl himself; and finally went off as happy as two such polite beings could ever get.

Before leaving they showed us their swords which are certainly beautiful, the grasp is long enough to be held by both hands & something to spare—they also carry a shorter one in the girdle, when entitled by rank to wear one, which I suppose is to parry whilst the other is used on the offensive tack.

One of them gave me his card and a kind promise if I should ever get on shore. We understood one another perfectly, although he was innocent of any English. He showed me his hakakiri [hara-kiri] knife, which they had not shown before. It is worn concealed, behind the small of the back, wrapped up in a piece of Silk, then a paper sheath for covering. They are made with a very clean smooth pine handle & scabbard, with a blade of apparently the finest steel; on the scabbard were some

Japanese characters which, if I could read his telegraph correctly, meant hakakiri or "happy dispatch."

One thing must be said of these people, which cannot be gainsaid, that they are without exception the most polite people on the face of the earth, not only on board here, but also in their boats alongside; their intercourse with one another seemed to be of the most amiable & self denying kind. This affects even their gestures. They are very graceful in everything except walking, which their garments deform into a waddle.

They are very inquisitive about everything on board; they have measured the ship, guns, and every odd & end they can spy. Their pocket handkerchiefs are pieces of paper, of which they carry a quire; after using a piece, it is put into a kind of pocket in the sleeve and chucked overboard on the first opportunity.

Their stockings are made with a separation between the big & second toe to allow the sandal strap to be kept amidships—they have fine teeth which they keep in very good order—their heads are shorn all over except at the back part, where it is gathered up into a queue, which is secured with a piece of thread—they are decidedly a cleanly race.

February 20th. Boats are surveying all the time. Weather bad. We are, I hear, only waiting for good weather for the surveying boats to sound up the bay to move up. The *Southampton* has gone five miles up to protect the boats.

February 22nd. Ordered on a survey of "Websters Bay" & proceeded to an island at the mouth of the bay. The scenery is perfectly beautiful. We were met by the natives & several Mandarins [Nobles] who seemed very friendly and invited us to walk about & examine the premises. There were some young girls who were more than pretty, white skinned, and rosy as their own blushing Japonicas. Medico, who of course was of the party, got very much interested and quitted a sardine box to scrape a closer acquaintance. The married ladies disfigure themselves by staining their teeth and plucking out their eyebrows. Their hair is parted in the middle and gathered into a knot behind, secured there by tortoise shell bands & pins.

February 26th. Got underway this morning to proceed up the Bay. By sunset a town was reported from the mast head, which from its size and position was determined to be the city of Yedo [early name of Tokyo].

Here we anchored for the night. Nothing has astonished the natives so much as our *impudence*—Paixhan guns—Electric Telegraph—Steam—and firearms, all called for their admiration, but to see these Steamers walking majestically up their Bay, clearing Mandarin and Plebian boats out of the way without distinction, making no fuss but going ahead steadily and determinedly, it must have seemed to them that it would, on reaching the head of the Bay, be a matter of doubt whether they would keep going on, over hill and dale into the water on the other side, or not.

One surveying party landed at one of their forts, and in spite of a number of Nobles, walked into it, inspected and when satisfied walked away again, without the least symptom of that fear and trembling with which, they conventionally believe, all foreigners and Barbarians must have for their arms.

The Fort, if it can so be called, was nothing but a painted screen intended to hide the warriors from the view of the enemy. Behind it were four rows of soldiers,

with their officers, the whole party "eyes to the front," and apparently as immovable as stone.

The first armed row were Spearmen, with long spears or lances, seven or eight feet in length, with highly burnished steel points. The next rank were armed with Blunderbusses. If they could only wait until an enemy walked up to them and stood quiet in a body, these war men would do monstrous execution. The third rank were matchlockmen. From a specimen I have since seen of their matchlocks, I should think they were at least equal to any flint firelock in dry weather. The fourth rank were swordsmen; they generally wore a uniform red jacket, cut something like a Polka.

The Japanese are not permitted to draw their swords in public; should anyone do so, the house of the offender is boarded up for the space of three weeks.

February 27th. They had a long confab at Uraga about nothing. The Commodore says that if they want him to go anywhere to have a conference, or to listen to any propositions he would go to Yedo. They however said that they intend signing the treaty and entering upon a commercial intercourse. Captain Adams went ashore to Yokohama and picked out a pretty little spot, on which to erect buildings for a grand reception.

They seem to be anxious to see the various specimen of American work that we bring; their idea of the greatness of our country being pretty decided, having counted in the course of one year "two hundred sail" bearing the American Flag, passing in sight of their Island. Of course they must have counted the same whaler over many times, whilst he was cruising forwards & backwards, but as they did not know it, every time she re-passed, she was as good as another ship.

February 28th. Officials come on board at present without hesitation. The Magnetic Telegraph has been in operation, one battery in the Guard & the other aft in the cabin. A party of Japanese are placed at each end; they send each other messages, and are apparently delighted with it, but not at all astonished. I suppose they have read all about it; and are familiar with the theory of the thing, as they appear to be with everything else. They walk about the ship pointing to various things, calling them by their European names, and explaining their uses.

March 3rd. The buildings are completed, and the audience is to take place on the 6th or 7th as soon as the treaty is signed. We shall be able to go on shore and see something of the country, besides getting some fresh grub, which is the most acceptable of the two, as we are fast losing our appreciation of Uncle Sam's salt junk, &c.

There was a complaint made by the Japanese that our surveying boats were in the habit of landing and the crews walking about on shore. They expressed anxiety lest the Japanese should attack them, and do them an injury—requesting that they should be forbidden to do so in future. They were told that the survey was necessary, and could not be carried on without touching ashore, but as far as the boats' crews being in danger, it would be safer for any parties belligerently inclined, to leave them alone, for they would hardly take a hard knock without giving one in return. After a little conversation a good feeling was created, and one of the Officials went so far as to show, with great show of secrecy, a Japanese Chart of Jeddo Bay.

March 8th. At nine this morning signal was made

for all armed boats alongside. We formed in a line abreast and pulled in; at about fifty yards from the shore, we made a dash, grounded, the marine and blue jacket guard then jumped on shore and formed their ranks. We shoved off in the boats and anchored in line 30 yards from the beach. There were about 300 marines and 500 sailors. They formed in two lines from the beach up to the audience building. Color bearers in center, and the three bands on the right of companies.

We had hardly got our boats in order, before the Commodore came along, under a salute of 14 guns from the *Macedonian*. He was received at the landing by the staff, and some Japanese officials. As he passed, the lines presented arms, drums rolled, colors dipped, bands played *Hail Columby*, and he disappeared in the shanty followed by his Staff.

Five minutes after we saluted, from our boats, the Japanese Royal ensign with 21 coups de Howitzer, and Commodore Perry with 17, as U. S. Commissioner.

March 10th. The parson of the *Susquehanna* got permission to go on shore today and as he had no orders limiting him to any part of the shore he struck out at once for Yedo. Of course he was accompanied by a crowd of Japanese officials imploring his return. As he did not heed them they came on board and reported it to the Commodore, who wrote him an order to return. This was taken by a horseman who caught up to Bitty [the Parson] when he had reached the other side of Yokohama.

The next day, the Commodore received from the Japanese a report that Bitty, on receiving the order the day previous, instead of obeying it at once, actually "took four steps ahead after perusing it." Bitty said that one of the Japanese party who were following him had a piece of paper in his hand and took note of every motion he made.

During the conference today, the Japanese Commissioners said that "they would be glad to see the officers on shore to walk about and amuse themselves, but earnestly requested that he would send no more Bittys."

March 18th. Went ashore on the Commodore's staff. Landed in the same array as the first time only without salutes and with a reduced number of marines. We went into the reception hall, where the three Japanese commissioners received the Commodore.

The Chief Interpreter crawled in upon his hands and knees, and hopped backwards and forwards, as one of the Japanese Princes or the Commodore spoke to him, like a frog.

After a few minutes the Commodore and the Commissioners went into an adjoining apartment for business, which apparently grew interesting, for Jack was heard to say "If I go up farther, I want to know if it will be as a friend or an enemy."

Took a walk in the village of Yokohama. It is a very interesting little place. The houses are all of wood, very neat and clean, no windows but now and then a sliding door with paper in the sashes instead of glass. Each house had a store adjoining it, built of wood and covered over with about an inch thick of lime cement, which as the buildings are far apart, is sufficiently fireproof for all Japanese purposes.

March 24th. Went ashore with the Commodore in the barge. We were again received by the same old Fogies.

The Audience room was laid out with the Japanese

PERRY EXPEDITION TO JAPAN

presents. The Commodore and party came outside and took seats to see the Princes' athletes—they were about 30 in number and were certainly the stoutest men I ever saw. On their first appearance they wore an apron of purple silk heavily embroidered with gold.

A pile of rice bags—each weighing about 140 pounds—and two hundred in the pile, were laying a couple of hundred yards off from where the Commodore was sitting. At a signal they kicked off their aprons and appeared in a light robe, consisting of a silk band passed round their middles—and in a few minutes they transported the whole lot close to the beach, 400 yards distant. They picked the bags up, holding them at arms length over their heads, and then ran to deposit them in the new pile. This rice was presented to the Commodore as part of the customary present.

The Marine guard was drilled for their inspection. They marched and countermarched, over the rough stones, until I thought that Prince Hayashi would have the ague, whenever he should hereafter meet a marine.

The marines finally ended their evolutions by coming within 15 paces of the crowd, and snapping their muskets in a volley direct at their Noble highnesses' dough bags. The muskets were loaded with ball and buckshot. I have a violent antipathy against all "ifs," but what a comprehensive fragment "if" that would have been had those marines accidentally put caps on their locks, and sent a score or two of bullets into the crowd. Wot would have become of the Treaty, Japan Expedition and all such!

We went to see the locomotive engine the *Lexington* brought out. It is one-fourth the natural size, with about 370 feet of track laid down in a circle. The engine and car are the most perfect little models I ever saw. Steam was up, an Engineer got on the tender, and one of the Commissioners sat on the car. It was set going and ran round at a speed of 18 miles an hour, which was doing very well for such a very young affair.

We went back to the audience hall, where a circular piece of ground had been cleared away, for the Athletes to wrestle on. Two parties came in. All of a sudden they gave a yell and sprang at each other, grasping by the armpits, and kept shoving, yelling, tugging, hawling, bawling, twisting and curvetting about with seemingly no aim whatever, and the party that was the weakest of the two kept butting at the other's right shoulder. It was a very unsatisfactory trial of strength; there were one or two falls, but after all, any wrestler that I have heretofore seen of half the muscle would have laughed at them.

The presents to the U. S. consisted of lacquered wares, crepes, silks, &c. The Commodore gives a Grand dinner to the Japs on the 27th.

March 27th. Fitted out the quarterdeck with flags, and all sorts of contrivances usual on such occasions, as bayonet, chandeliers, musket rack candlesticks, &c.

A table was set below for the Commodore and the Japanese High Commissioners, and another on deck for the lesser gents and the officers of the Squadron.

They came on board here. Every one of them had his paper and pencil at hand, and copied everything they could get at. One of the field pieces was worked with blank cartridges, quite surprising them by the rapidity with which they are fired.

Afterwards they adjourned to dinner. The seats round

the board were filled alternately with Japanese and Americans. The ladies of the respective lands were toasted and cheered with great good will.

As soon as the eating was over, a new phase took place. Every Japanese (except the Interpreters who had learnt better) left their seats and commenced pocketing all the edibles they could lay their hands on, wrapping each piece of pie, slice of beef, leg of chicken, &c in a piece of paper, depositing it in the bag of their capacious sleeves. It was laughable to see them trotting around the tables picking out whatever suited their fancies. I saw one character end his foray by emptying a saltcellar. White sugar and cut glass are their particular weakness.

When the dinner was over the Commodore and party came on deck and all proceeded to the main deck where a stage had been arranged for an Ethiopian performance.

March 28th. Taken down by a fever—

March 29th. Turns out to be scurvy—so nice—

March 31st. A little worse today. Wonderful thing the scurvy—fast going out of date though.

Today the treaty was signed in great style, but being laid up I am unable to go and see the instrument before it is boxed up. It appears that the Port of Shimoda in the principality of Idzu, Hakodate in the principality of Matsumai, and Napa-Kiang in the Loo-choo group, are to be thrown open to us at once, or rather within 50 days, and in the course of five years when they have gained, as they say, a little more experience in the way of foreign trade they will throw more ports open.

April 10th. This morning at 8 we got underway and proceeded up the Bay. The Japanese officials having refused us permission to sight the Town of Yedo, the Commodore said that whether they liked it or not that he was going up.

After much palaver they said that if the ship went up, we might run in sight of the city, but the moment we started they would follow in their boats. If we anchored, they would immediately perform the expiatory deed of hakakiri, or ripping their innards out.

As the two Interpreters who placed themselves in this Cesarean position had done the state good service, the Commodore was loath to proceed any farther to the detriment of their bread bags.

So they were invited on board for the trip. The tallest of the party, Einosuke, said again very determinedly, that the instant an anchor was gone, he would kill himself even though he should happen to be in the Commodore's cabin.

At 12 we hove in sight of Yedo, when by mistake of signals, the sounding boats which were some miles ahead, returned to the ship, and as it was too late to send them out again, we turned round and paddled down the stream. Einosuke was not much excited during the performance, but was evidently gratified at its conclusion, for he came down and made himself quite agreeable. He became more communicative than he had ever been before; he said that he was married, had a very handsome wife, and one other character whom he called a "bye-wife"—the Japanese are not restricted in the number of their wives—but generally have from one to four, making up a harem should their tastes lie that way. These ladies live in the same house, and are always supposed to be on the best terms with one another, for if it should ever get to the neighbors' ears that they quarrelled & scratched (as women will do!) they would lose their position in society. Einosuke says that he has been mar-

ried five times; whenever a wife gets tired of him, she goes home to her father's house, which is sufficient divorce for the parties to contract anew.

April 21st. We walked over to Shimoda; went into a number of temples. We left the temples and were suddenly joined by a young Mandarin, evidently a Spy. We tried to shake him off by various ingenious devices, but not succeeding we determined to give him a walk, as we did not wish to get him into trouble by forcing him to leave us, which would have entailed punishment on him, and we having no particular objection to his company, excepting as a Spy.

I never walked so fast for so long a time before in my life. We walked at that pace for three hours during which no less than ten miles of soil must have been tramped over by us. When he got up to us, he implored us to wait while he cooled himself, which he did by stripping and getting a peasant to rub him down. We returned to town; he handed us over to the care of a brother-ship and threw himself on the floor of a tea house, telegraphing to us that he was sick.

April 25th. For another walk up the valley. We met our young Mandarin, and invited him to join us, but could not coax him ten steps ahead.

May 12th. I do not understand exactly how the President's letter has not received an answer from the Emperor of Japan—which is a custom, not set aside by any extraneous circumstance, in the civilized world. I think these people recognize no "Law of Nations" and will allow no intercourse, but that which brings them manifest advantages. Their diplomacy is long and intriguing, & not to be depended on for its inviolability; with such a vexing race of men, hard blows are more eloquent than the poetry of Truth and Justice.

May 17th. At Hakodate I went to the Governor's house, a clean stout building with black marble doors. He seated us on some stools covered with horse cloths, treated us to tea cakes, sugar plums & pipes. I wrote him the names of the different ships in Japanese, some of the characters of which I have picked up. He gave me his pipe and we parted very good friends.

June 1st. An Interpreter arrived from Yedo. Being a

government officer, he ranks everybody on the island who merely hold their rank from the Prince of Matsumai. Here he began to show his importance by making the Commodore wait an hour beyond his appointed time. Signal was made for the return of the boat sent for him; the launch was hoisted out. The 2nd lieutenant & 30 blue jackets, the captain of marines and 40 marines, & a howitzer under my charge were underway ashore to bring him to his senses when he came paddling off as meek as possible, with all his arrogance of importance in his pocket.

June 3rd. Left Hakodate. To my huge gratification I may say that the Joe-Pan Expedition or cruise is over.

The rage for getting Japanese curios before we left Hakky was nigh expended; the little that was left was vented on the canines. We have 20 diminutive specimens of that bark race now decorating our decks.

June 8th. Arrived at Shimoda again. The Princes and high Commissioners are here to make a final wind up of business. I understand that the Captain of the Supply has had some trouble with the gentry here. [The Commodore] seems to think that they are presuming a little too much upon his good nature. They sent him off an invitation to meet them at a general confab, to take place tomorrow. We are to land in force.

June 9th. This morning at ten, boats were called away manned and armed. L. had charge of a company of blue jackets, the marine guard. I had this ship's battery of field pieces. Blue jackets, marines and battery made up a very good show. On land the marines and sailors dashed ashore & covered the guns, which went up some very rugged rocks & steps like rockets. We then formed in line, the artillery on the right, marines in center, and tars on the left—bands in front. The Commodore left the ship under a salute of 14 guns—was received at the landing with "present arms" and "Hail Curlumby." Field pieces wheeled into column, then came band, tars, marines, Commodore and suite.

The day was a fine spring one, everybody in good spirits, expecting this to be the last function, after which they would be homeward bound. The band played "Home Sweet Home."

DISPLAY of western inventions was of great interest to the Japanese and so initiated trade between Japan and U. S.



TAFFRAIL TALK

AT NAF Litchfield Park, Ariz., an office equipment salesman entered the planning department, located in the hangar, and asked how to find the administrative office. "Just go out through the passageway and up the ladder," the planning officer directed him. A few minutes later the officer himself went out the passageway and ran across the salesman headed up a narrow, precipitous ladder leading to the hangar's high overhead! A short indoctrination in naval terminology put the salesman straight and he located the administrative office right where they said it was—through the passageway and up the ladder.

Wonder where the salesman would have headed if informed that the adm. officer was on the binnacle list, in sick bay?

* * *

The "horse Marines" are back again, returning to Quantico, Va., as members of a new course that is the only one of its kind taught in the Marine Corps today. The course in "equitation" provides student officers with training in the use of pack saddles and horses for carrying ammunition and supplies in modern warfare. The need for four-footed pack animals has been demonstrated in mountainous war fronts, such as Italy and Burma during World War II, and in the Korean theater. Quantico maintains about 30 horses which are used in the course. The horse Marines learn to pack, ride and care for their animals, study tactical employment of the horses, and after completing classroom instruction they put their training to use in overnight marches in the field. Significant of our era is the fact that many of the Marine students had never been on a horse's back prior to taking the course.

* * *

Navy jet pilots look out!—you might catch up with your own bullets. An expert of the Air Force's Armament Laboratory at Wright Patterson AFB discusses the problem. At high speed and low altitude, he says, a bullet fired from a jet fighter travels about 1,500 yards in six seconds. Air resistance slows down the bullet's speed. In about 20 seconds a jet plane could catch up with the bullet it fired. However, the expert says, for all practical purposes the likelihood of a jet causing itself any damage by its own bullets "can be ignored."

* * *

If you haven't yet seen the back cover on this issue of *ALL HANDS* take a look, and then thank Gene D. Legler, JO1, serving with MSTs, North Pacific Area, Seattle, Wash. The idea for the cover is his, highlighting the importance of keeping service record beneficiary slips up to date. It's a good idea for you to put into action, in your own case, *pronto*.

The All Hands Staff



ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 21 May 1951, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given *ALL HANDS*. Original articles of general interest may be forwarded to the Editor.

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In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

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Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

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REFERENCES made to issues of *ALL HANDS* prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• **AT RIGHT:** This photograph taken on board USS *Los Angeles* (CA 135) in Korean waters symbolizes the men and guns who have fought for the right to fly the Stars and Stripes from the masts of U. S. Navy ships everywhere. ➔



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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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for 10 readers. All should
see it as soon as possible.
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NAVPERS-O

NOVEMBER 1951



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NOVEMBER 1951

Navpers-O

NUMBER 417

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• FRONT COVER: The F7U Cutlass, one of the Navy's newest jet fighters, is catapulted from the deck of USS Midway (CVB 41) during test and evaluation exercises conducted at sea. See article beginning on page 2 for personnel aspects of carrier operations.

• AT LEFT: The Navy's rotation plan in action is depicted as crewmen of USS Essex (CV 9), arriving at Yokosuka, Japan, watch while USS Princeton (CV 37) departs for the U. S. CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated.



Carrier Crewmen Have Rugged, Vital Job

THE BIG aircraft carrier, trembling slightly as her helm is thrown over, turns slowly into the wind. From one of her halyards streams a white flag with a red diamond superimposed on it, the *Fox* flag. This flag indicates to the screening destroyers that the big ship is about to launch her aircraft.

Down on the flight deck, ready and waiting, are her planes. In front stand the jets; farther back the conventionals. A brilliant pattern of silver and blue is created by the morning sunlight glancing off the maze of folded wings.

In among the planes, swarming about like a busy band of locusts, are the flight deck crewmen. Each crewman is distinct in a brightly colored shirt with helmet to match. Yellows, blues, red, browns, greens and whites mingle in a symphony of color.

These flight deck crewmen — as well as their counterparts on the hangar deck, the hangar deck crewmen—are Very Important People. Indeed, without them there would be no operation today. Without the yellow-shirt and blue-shirt men, no

planes would reach the flight deck from the carrier's great "garage" below; without the red shirts, the planes would get no gas, no bombs and no bullets; without the browns, the aircraft would be in no shape to fly; without the greens, they could not be launched or recovered; and without the whites, no help would be on hand if a plane crashed.

Now the giant carrier has nosed into the wind and the helmsman has steadied up on his new course. Far up the deck, a helicopter pulls itself into the air and whirs off to one side where it will act as plane-guard during the operation.

"Pilots, man your planes." The order, barked out over the bullhorn, shatters the morning stillness. Red shirts, green shirts, and white shirts hurriedly melt into the catwalks. Brown-shirted plane captains who have been busily giving their plane its pre-flight check-out climb out of the cockpit to greet the pilot as he trots toward the plane.

"Now clear the decks. Remove all chocks and tie-downs." At this

word, squads of blue-shirted "plane pushers" gathered near the island structure break ranks and run down the deck to their assigned planes. Each pilot, by now satisfied with the condition of his aircraft, slips into the cockpit. The brown shirts disappear into the catwalks.

"Stand clear of propellers . . . check all chocks and loose gear about the deck. . . . Start engines!" booms the bullhorn. A few minutes later comes the word "Start jets." An F4U *Corsair* emits a loud belch, catches and roars to life. Soon another and another join the throaty chorus. A jet whines as it starts, takes hold and bursts into a sustained, high-pitched howl. Soon the flight deck throbs with the din and it is next to impossible to make yourself heard.

Several blue-shirted plane handlers scurry to the first of the jets to be launched, an F9F *Panther*. Two men yank the chocks from the wheels. Another man flips off the last tie-down gripping the plane to the deck and gives the plane director (he wears a yellow shirt) a thumbs-up signal signifying that the plane is free from the deck.

The plane director takes his station in front of and to the right of the aircraft where the pilot can easily see him. He motions to the pilot to taxi his plane forward and spread wings. Two blue shirts run beneath the wings and check the wing locks and flaps.

The plane director points up the deck and the *Panther* rolls forward to be catapulted. Slowing down, the pilot turns his plane toward another yellow shirt who stands near the port catapult. This plane director coaxes him into position. The catapult crew springs to action—one green shirt lines up the plane's nose wheel; two others slither under the roaring *Panther* to attach the catapult "bridle," a noose-like length of strong wire rope which will throw the plane into the air; two more crawl beneath the howling tailpipe to bend on the "holdback" which prevents the plane from moving forward until the maximum power has been built up by the catapult engine.

Each "cat" man in turn gives a "thumbs-up" to the catapult officer when his job is done. The catapult officer glances at his control panel

DAWN ATTACK—Moving shadows in the morning light, plane pushers on board *Boxer* (CV 21) 'spot' an F9F *Panther* for day's mission against enemy.



operator, who stands at the firing station in the catwalk, gets an okay and nods. He signals to the pilot to rev up his engine. The whine of the *Panther* turns to a shriek and then to a thundering roar. The pilot salutes indicating he is ready and braces his head against the headrest for the jolt.

Seeing everything ready, the catapult officer throws his arm forward and ducks to the deck. The catapult control man pushes the red button marked *Fire* and the plane leaps forward, a blue streak hurtling down the deck and taking to the air. No sooner is the plane airborne than another green-shirted catapult man jumps from his place in the catwalk far up the deck, runs to inspect the bridle for damage, and, seeing none, gives a thumbs-up and jumps back into the catwalk as the bridle is retracted for the next launch.

As one catapult is being readied to launch, its twin on the opposite side is in the act of hurling its eight tons of metal airplane into the morning haze. Within minutes, all the jets have been launched and the conventionals—F4U *Corsairs* and AD-2 *Sky-raid*ers this morning—have the deck to themselves. They need it. They will do “deck run” take-offs, each making a run down the deck from abreast the island.

Off they go, each pilot aiming his plane for the corner of the flight deck to get the maximum run. A-a-r-rooom. A-a-r-r-rooom. Scarcely fifteen minutes and they're gone, mere specks in the sky. Abruptly, silence once more settles back on the flight deck.

A few planes were found not able



HELPING HAND—Corsair pilot LTJG John White, Jr. of Boxer is strapped into his cockpit harness before a mission by Felix Norris, AN, the plane captain.

to fly this morning, and the flight deck boys now push these planes toward the nearest deck elevator where they will be struck below for repairs. This done, all yellow shirts and blue shirts converge on a small “shack” tucked away unobtrusively in the island structure at flight deck level. This is Flight Deck Control and it serves as a sort of plane handlers’ ready room. Here the crew-

men hear praise or criticism of the morning operation—“Get those disabled planes spotted to one side of the deck”—and grab a cup of coffee.

The coffee is well deserved. Chances are that these men have been up and about since 0530 getting ready for today’s launching. Planes have been brought up from the hangar deck and “spotted” in their proper place for takeoff. Replaced



TEAMWORK by a flight deck crew is shown in this panorama of a catapult launching on board USS Midway (CVB 41)



VARIED JOBS are the rule here. Left: Preparing to retract an arresting gear wire. Right: Loading bombs on a plane.

planes have been taken below. Catapult men have inspected the catapults. Barrier men have checked the barriers. Arresting gear men have tested the arresting wires. All hands have received last-minute instructions—then the launch. Now it's 0830 and the only time off the crew has had was a quick half-hour for breakfast.

Flight deck crews and hangar deck crews are accustomed to hard long hours. One bunch, kept on deck almost continuously during a day and night battle problem in the Mediterranean, went 63 hours with only an occasional catnap. Crewmen in carriers off Korea are used to numerous, often day-long Flight Quarters. Even

in an ordinary day aboard a rear-area carrier, a plane pusher spends an average of 12 hours on deck. Hangar deck crews, not so busy when the planes are in the air, often put in overtime at night (they miss a lot of movies) readying the planes for the next day's missions.

"Honestly, it's one of the most rugged jobs in the Navy," says a flight deck chief, referring to his plane handlers. "On deck, you're on the move all the time—and you gotta move fast and carefully. You work long hours and catch up on sleep when you can. You freeze when it's cold, boil when it's hot, slip when it's wet and don't get any extra pay. But

most of these fellows wouldn't trade their job for a yeoman's billet at a recruiting station."

As if to underscore the chief's remarks, the bullhorn blares out "*Now stand by to recover aircraft.*"

"Here we go again," he grins. Half drunk cups of coffee clink down on the glass-top table as crewmen scramble to get out on deck to bring in the returning aircraft.

The landing signal officer, whose job it is to direct a plane to a safe landing by means of special hand signals to the pilot, can be seen at his post far aft on the portside. Green helmets of the arresting gear and barrier men poke up from both cat-



OIL CHANGE is given an F4U Corsair after a strike (left). Right: An agile catapultman lines up the nose wheel of an F9F for launching.

walks. Now the landing signal officer has a plane "in the groove" i.e. the plane is turning onto the last leg in his landing pattern.

From the catwalks, heads crane to watch the plane's approach. It smoothly eases around the last turn, 70 to 80 feet above the water. In response to a series of signals from the LSO, the pilot straightens her out, maintains altitude and air speed, lines himself up with the center-line of the flight deck, and finally gets a "cut" signal, meaning "Land." As the pilot cuts the throttle the plane bounces to the deck for a three-point landing with the momentum of a fast express train. The tailhook snags one of the heavy arresting wires and pulls it up the deck like a great rubber band. The plane jerks to a halt.

As sometimes happens, the tailhook has failed to free itself from the wire. To free it, two green shirts jump from their spots in the catwalk, sprint to the plane, yank the hook free and dive back into the catwalk again as the pilot throttles his craft up the deck to make room for the next plane to land a scant 25 to 30 seconds later.

The arresting gear control panel operator, also in the catwalk, throws a lever and the wire which was run out by the plane retracts to its original position. The barrier operator lowers his barriers to the deck so the landed plane can taxi forward then throws another lever which flips the barriers up again, all set for the next landing. (Barriers are simply fence-like structures of heavy wire which stop a plane that fails to snag an arresting wire.)

A carrier operation such as the one described is a tricky business. Safety precautions here are much more than slogans—they can mean life or death. If you don't think so, shoot the breeze for a few minutes with the flight deck crew of USS *Midway* (CVB 41), one of the biggest of Uncle Sam's flat-tops.

"Yeah, these jets keep you on your toes all right," says Pat Casey, AB3, USN. Casey has had plenty of close calls himself but today he's speaking of a friend of his, Johnny Seebold, AN.

"Seeb was running this chock from under an F9F to the catwalk" (to remove or 'run' a chock, a chockman bends down and pushes the chock before him to one side of the deck). "This jet starts taxiing up to the catapult and just as Seeb gets this

chock to the catwalk the plane swings its tail around and—wingo!—the blast picks Seeb up by the seat of his pants and drapes him across the rail. A couple of feet more and he would have been over the side. As it was, he got only a couple of bruises!"

"These conventionals can be nasty too," another green shirt chimes in. "Remember when Haney (Marion Haney, AN, USN) was chocking an F4U so it could be taken down the forward elevator?"

"He was putting the chocks to the wheels when another F4U comes barreling in, makes a crazy landing, bounces clean over the barriers and heads straight for Haney. He saw it coming and started to crawl like mad for the side but the plane was going too fast for him. As it hit his F4U, Haney hit the deck. And I mean the stuff really flew! But he was lucky—the prop ripped through his shirt but never touched Haney. You know, when he left the ship he still had that shirt as a souvenir!"

Despite this flirting with danger, relatively few crewman become casualties.

To deal with injuries on the flight deck if they do occur, however, is the job of several other members of the flight deck team. One doctor and one or two corpsmen who wear a white shirt and a white hat with a red cross on it stand ready for any emergency. Two other emergency personnel are the hot suitmen or "hot poppas" who stand waiting in their asbestos suits. They will wade into even the worst gasoline or oil fire.

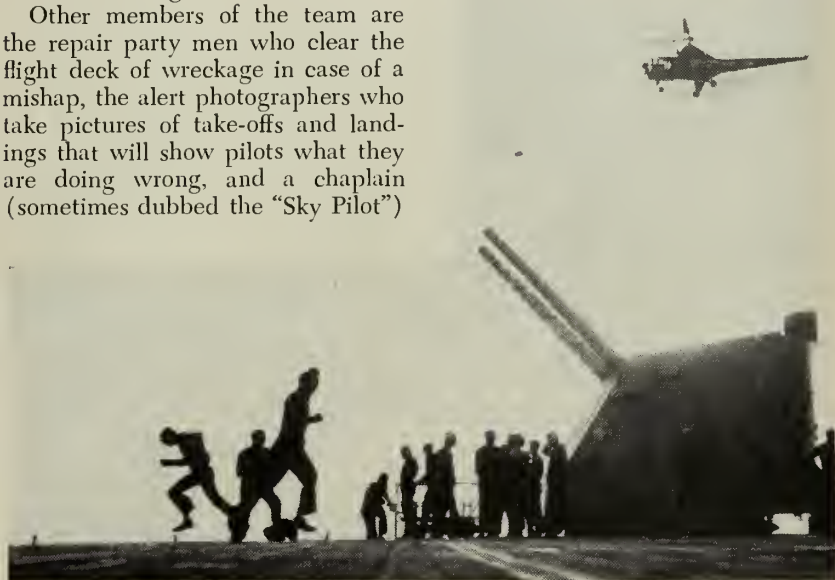
Other members of the team are the repair party men who clear the flight deck of wreckage in case of a mishap, the alert photographers who take pictures of take-offs and landings that will show pilots what they are doing wrong, and a chaplain (sometimes dubbed the "Sky Pilot")



CHOCKMAN gets set to toss chock around wheel of plane being spotted.



GAS MAN climbs up wing of an F9F to fill one of plane's two wing tanks.



FEET FLY as flight deck crewmen race for their stations when the bugle sounds 'Flight Quarters.' Helicopter in background is taking its plane-guard position.



BROUGHT BELOW on an elevator (rear), *Panther* is wheeled onto the hangar deck. Here technicians will repair any damage or fix malfunctioning parts.

who stays close at hand for moral support.

Beneath all this flight deck hustle and bustle, in the relative quiet of the hangar deck, another close-knit crew of men works at a different job. Whereas the flight deck crew topside is concerned mainly with getting planes off the deck and bringing them back aboard again, the hangar deck gang is responsible for insuring that the planes stay in the air as long as they are needed.

Two parts grease, two parts spare

parts and six parts hard labor—that's a hangar deck operation. What's more, the scene here is not as dramatic nor as colorful as that topside. As if to underline this fact, the hangar deckers wear the familiar faded blue dungarees instead of a brightly colored shirt and helmet.

But if it is less dramatic, the job of a mechanic on the hangar deck is no less important than that of the plane pusher. For here in the dim light of the barnlike hangar deck many minor miracles of aircraft repair (and a few

major ones) are performed. For example, a plane with a smashed propeller and a wing badly dented from a barrier crack-up or one riddled with shrapnel, will be wheeled in late one afternoon, repaired and wheeled out again the next morning, ready to take its place in the line once more.

"Miracles" like this are not the result of luck. Rather it's the end product of many skills blended together into a smoothly working repair organization. This organization is part of an aircraft squadron, a difference from the flight deck crew. The flight deck personnel are for the most part ship's company.

Squadron personnel follow the squadron wherever it may go—afloat or ashore. In this way they come to know their own aircraft inside and out and thus are better prepared to diagnose trouble when it occurs.

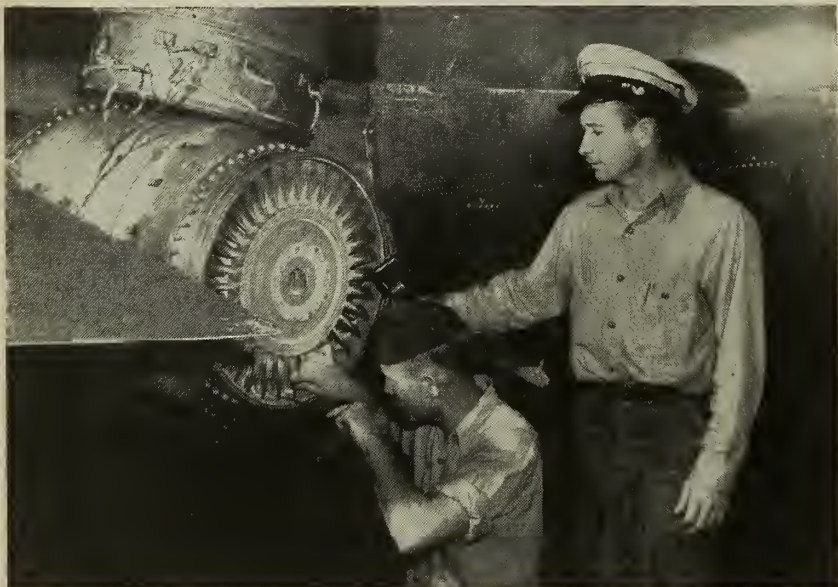
When a squadron maintenance gang like this goes aboard ship, its two key enlisted men are the line chief petty officer and the maintenance chief petty officer.

The "line chief," as he is called, has his post in Flight Deck Control on the flight deck. From this operational nerve center he is in a position to answer all queries regarding which planes are capable of flying and which must undergo repairs. When a plane needs a repair job, the line chief so reports to his squadron commander or Squadron Duty officer. The "skipper" or his representative makes his decision, then notifies the line chief who puts the job order on his repair schedule.

The line chief's right hand man on the flight deck is the plane inspector. This petty officer meets each pilot as he lands and gets from him any complaints about his plane. These complaints or "gripes" are jotted down immediately and turned over to the line chief.

The chief adds any information he may have, then passes the gripes on to his counterpart on the hangar deck, the maintenance chief. The maintenance chief might be called the straw boss of the hangar deck. He is the fellow who gets the complaints, picks the right men, assigns them, follows up the work and makes sure the "miracles" are performed on schedule.

Engine trouble? He assigns his jet engine or conventional engine team to the job. Brake failure? He calls a structural mechanic. Radio trouble? A radio-radar specialist. Wiring



CHECKING CLEARANCE of turbine blades, machinist's mate peers into the business end of an F2H *Banshee*. If clearances are off, engine could explode.



ADJUSTMENT is made to the external power unit beneath the wing of a *Panther* by a hangar deck crewman.

snafu? An electrician from the electrical shop.

When the pressure is on and a plane is needed for the next day's flight, the maintenance gang may be forced to work a good part of the night. Whatever the case, however, the maintenance chief notifies the line chief as soon as a plane has been repaired. The line chief in turn tells the C.O. or squadron duty officer who orders the plane "back on the line."

To stop here in our story would be to leave out one very important man—the plane captain. A plane captain

has a unique job. He is personally responsible for the condition of one airplane—*his* airplane. Roughly speaking, he is the pilot's representative on the ground.

It is the plane captain who gives his aircraft its important pre-flight warm-up. For an F9F *Panther*, for example, a plane captain must go through 20 items. Here are a few: "Inspect safety belt. Clean instrument panel. Check oxygen supply—1800 lbs. per square inch. Check hydraulic fluid level. Look up tail pipe for cuts, cracks or burns. Check starter. Connect battery. Close nose section after pilot enters. . . ."

After each flight, the plane captain gives his craft a *post-flight* inspection. He accompanies the plane inspector on his tour and makes mental notes of the pilot's complaints. He lubricates his plane and fills the fuel tanks. Like a good filling station attendant, he also cleans the windshield and sides before a flight. And like as not while mechanics are laboring over his plane, he will be watching from the shadows—or helping.

"Each of these boys practically eats and sleeps in his plane," say Kurt Schilling, ADC, usn, the experienced line chief of Experimental Squadron Three (VX-3). "Some of them are young and many aren't yet rated, but they learn fast. And they know that the plane is their pigeon and that it's up to them to see that it comes home to roost."

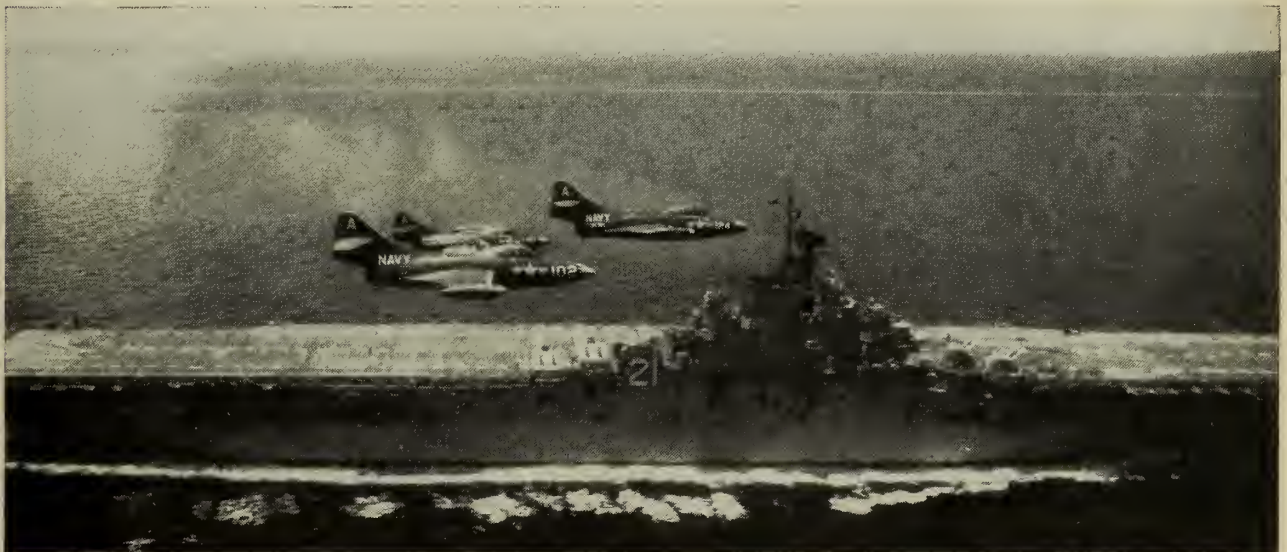
In a nutshell, Schilling's last sentence accurately sums up the job of the entire flight deck and hangar deck crews as well. Both exist in



EAGLE-EYED plane captain spots loose connection and makes a minor repair to his plane on the flight deck.

order to see that the Navy's pigeons come home to roost. Through their skill and courage they help to make flying a plane onto a rolling flight deck just as safe and reliable as it is humanly possible. With their feet on the deck and their heads in the clouds, these carrier crewmen share the credit for making the aircraft the greatest striking weapon of seapower today.—LTJG Arthur P. Miller, Jr., USNR.

Photos on p. 3, bottom; p. 4, upper left and lower right; p. 6, lower left, and p. 7, upper left, by Duane R. Sprester, AF1, usn.



TRIO OF JETS, back from a Korean strike, circle USS Boxer as men below prepare the flight deck to take them aboard.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **EXTENDED DUTY**—Reserve officers who requested an extension of active duty on their questionnaires beyond the period of their obligated active service may assume their requests will be granted unless specifically notified to the contrary, according to BuPers Circ. Ltr. 138-51 (NDB, 15 Aug 1951).

A previous directive—BuPers Circ. Ltr. 56-51 (AS&SL, January-June 1951)—stated that such Reserve officers would be advised, prior to expiration of the period of obligated service, if their services were required. Because of the large number of officers desiring extension and the continuing Navy expansion program, it is no longer practicable to follow this procedure of prior notification of acceptance.

• **RATING REVIEW**—The present enlisted rate, rating and warrant structures will be reviewed by a rating structure board. This board will convene in the Bureau of Naval Personnel during the spring of 1952. The three different structures are outlined in the *Manual of Qualifications for Advancement in Rating* (NavPers 18068) as modified by BuPers Circ. Ltr. 116-50 (NDB, July-December 1950).

Commands are invited to indicate to BuPers, not later than 1 Jan 1952, any manner in which the present rating structure fails to meet their needs.

The above information is the sub-

Mine Sweeping Boats Do Big Job in Korea

A small outfit and the only one of its kind is Mine Sweeping Boat Division One. This division, operating in Korean waters, is formed of about 100 enlisted men and two officers manning specially rigged 40-foot motor launches and LCVPs (landing craft, vehicle and personnel).

Before being commissioned as a separate unit, MSB One was a part of Mine Squadron Three. Its specialty—then as well as now—is sweeping mines in waters too shallow to permit the operation of the larger mine vessels with their deeper drafts.

During sweep operations off Korean shores, these little craft proved their worth by sweeping and exploding 84 mines. Though often the target for enemy gunfire, these craft and their crews came through without the loss of a man and with damage to only one boat.

ject of BuPers Circ. Ltr. 170-51 (NDB, 30 Sept 1951). This letter also states that recommendations for changes or modifications in the rating structure should be based upon the concept of a "rating" as an *occupation which requires basically related aptitudes, training, experience, knowledge and skills.*

• **MATERIAL DESIRED**—The editors of the *Medical Technicians Bulletin* are interested in receiving material for publication in the *Bulletin* from voluntary contributors throughout the Medical Department of the Navy.

The *Bulletin*, somewhat similar in scope to the former *Hospital Corps Quarterly*, is published for the Medical Service Corps officers, Hospital Corps officers and enlisted personnel of the medical services of the armed forces.

Its basic purpose is to disseminate administrative, technical, and other information that would be of use and interest to personnel of the various branches of the medical services of the armed forces. Such information would include articles on schools, notes on specialty techniques, and achievements on the battlefield or wherever Hospital Corps personnel have distinguished themselves in medical activities in any manner.

Material should be in manuscript form and forwarded to: Medical Technicians Bulletin, Armed Forces Medical Publication Agency, Bureau of Medicine and Surgery, Navy Department, Washington 25, D.C. Attention: Code 26.

• **ACTIVE DUTY**—USNR officers who receive orders releasing them to inactive duty who wish to remain on active duty for a period of six months or more should request their commanding officer to notify BuPers by letter or dispatch, according to Alnav 94-51 (NDB, 15 Sept 1951).

Officers concerned should indicate the desired length of extension. They should remain at the naval activity from which the request for extension is sent until further instructions are received from BuPers. Officers have up to and including their date of release in which to request an extension.



PASS THIS COPY ALONG—*All Hands* is one for the books and 10 persons should read each copy of the magazine.

All Members of Air Unit Taking Training Courses

When everyone in an outfit—from the officer-in-charge on down to the last non-rated man on the muster—is enrolled in a training course to add to his knowledge and professional proficiency, then that outfit is bound to be "top-flight."

That's what the men of Detachment One, Fleet Aircraft Service Squadron 109, NAS Miami, Fla., believe, and a recent personnel inspection bears them out.

The officer-in-charge, all CPOs and first class petty officers are enrolled in USAFI courses in various subjects. All other personnel are enrolled 100 per cent in Navy training courses. One third class petty officer is taking a university law course.

At the inspection, 22 Good Conduct Medals, 10 Good Conduct award clasps and 47 Navy training course certificates were awarded to the men of the FASRon 109 detachment.

• **NAVAL RESERVIST**—Officer and enlisted members of the Naval Reserve who return to active duty do not receive individual copies of *The Naval Reservist*. This monthly publication is distributed individually to inactive personnel only.

However, because of the interest in the Reserve program the Navy forwards five copies of *The Naval Reservist* monthly to all ships and stations. These copies are available in the personnel office and other accessible places for the use on Reservists on active duty.

• **DEPENDENTS' TRAVEL**—For the first time since July 1950, travel of Navy dependents to Japan has been authorized, effective 1 November. Approximately 250 dependents are scheduled to embark from Seattle in the first contingent under the resumed travel program. Future groups will leave from either Seattle or San Francisco.

Expansion of shipping, supply and other facilities in the Far East has made the resumption possible. Selection of dependents authorized to travel will be made in accordance with a priority system based on

length of separation of the serviceman from his family, housing facilities and current criteria applied to both civilian and military personnel.

Concurrent travel will not be permitted at this time. Therefore, it will be necessary for the sailor to submit his application for dependent travel after he reports for duty in Japan.

No shipment of household goods can be made until travel is authorized by the area commander. Only 25 per cent of net weight allowance, or 2,000 pounds, whichever is greater, plus 40 per cent packing allowance, may be shipped. Personnel concerned should contact the nearest shipping officer for further details.

Upon receipt of orders, Navy men who wish to ship their automobiles to Japan should apply by letter to the Naval Supply Center, Oakland, Calif., enclosing a copy of their orders and giving make and dimensions of the car and the date on which it will be available. NSC will then advise the Navy man when to deliver his car for shipment.

• PURPLE HEART CERTIFICATES

—All persons who receive the Purple Heart award will be given the Purple Heart Certificate. Formerly, the certificate was awarded only in posthumous cases.

The certificates will be signed by the Chief of Naval Personnel or the Commandant of the Marine Corps, as appropriate.

Former recipients of the Purple Heart—or their legal dependents, in case death has occurred since the award was made—may submit written requests for retroactive certificates. In the case of former recipients of this award, the certificates will be issued only upon written request.

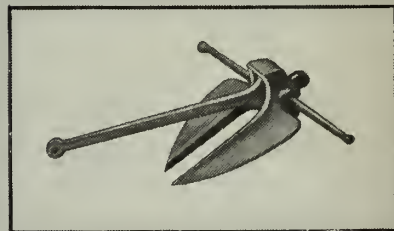
Navy men should submit their requests to the Chief of Naval Personnel (Attn: Pers B4)—in the case of officers—or (Attn: Pers E3) in the case of enlisted personnel. Marine Corps requests should be forwarded to the Commandant of the Marine Corps.

Requests should include full name, file or service number, rank or rate and branch of service. The duty station at the time of wound or injury and the date of wound or injury should also be included.

Further details are contained in BuPers-MarCorps Joint Ltr, 14 Aug 1951 (NDB, 15 Aug 1951).

QUIZ AWEIGH

World-Series guessing is all over for another year, but Quiz Aweigh, unbounded by season, continues herewith.



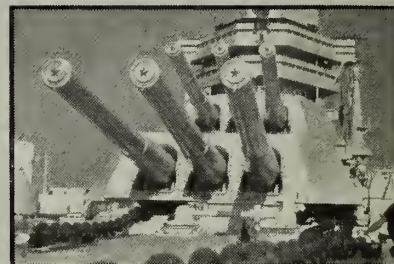
1. This anchor, in popular use today, is called a (a) Light Weight Type (b) Northill (c) Navy Stockless.

2. One of its principal advantages is that (a) it can be let go or weighed by hand (b) its flukes are interchangeable (c) it has high holding power for its weight.



3. The petty officer specialty mark at the left is worn by an (a) aviation bomb-sighter (b) aviation ordnance man (c) aviation fire controlman.

4. The mark at the right is that of an (a) air controlman (b) aviation radio man (c) aviation electronicsman.



5. The breech ends of these big BB guns are housed in turrets which rotate on (a) gun mounts (b) parapets (c) barbettes.

6. The starred "covers" protecting the muzzles against weather are called (a) pampans (b) tampions (c) tampons.

ANSWERS TO QUIZ ON PAGE 53



WITH A WHOOSH, missiles launched from one of postwar family of LSMRs streak off toward the enemy's lines.

Small Rocket Ships Pack A Heavy Punch

AMONG the ships pounding Korean beaches prior to amphibious landings by United Nations' troops, one type of U. S. Navy vessel has outdone all others on a firepower-to-tonnage basis.

This is the amphibious force rocket ship—LSMR (landing ship, medium, rocket). The Navy has had three of them operating in the Korean theater. Like most of the Navy's amphibious vessels, their names are numerals: LSMRs 401, 403 and 404.

At the Inchon operation this trio tossed more than a thousand 5-inch rockets apiece in the 10 minutes before the assault troops hit the beach. Later the same day they fired a total of 6,000 rockets at enemy positions.

A lot of destruction is evidenced by these statistics—especially so when you consider the size of these ships—about 1,000-tons displacement, 203-foot length, 34-foot beam. They each have a crew of about 120.

The thing that impresses an on-looker on first viewing an LSMR is

the array of 10 rocket launchers mounted on the main deck. Looking like nothing else in naval ordnance, these launchers do a good job in their assigned task.

The launchers are automatically pointed, trained and fired by a master aimer—the ship's fire control director system. Each launcher can fire 30 rocket rounds a minute, and each round weighs 50 pounds. The rockets themselves are fed to the launcher by hard-working crewmen stationed below decks.

The technical title of the LSMR's rocket is "five-inch surface rocket, spin stabilized." *Five-inch* signifies the diameter. Length of the rocket is close to three feet. The *spin stabilization* is the key to the accuracy

of this weapon. Old-time military rockets carried a long stick in their tail. Toy rockets still do. Other types carry fins on their after-body to furnish steadiness to the flight.

The steadying spin of the present rockets is furnished by arrangement of canted multiple nozzles through which the burning gases escape at the rear of the rocket.

The two basic parts of the rocket are the head, and the motor. The head contains the explosive and its fuse. The motor is loaded with rapidly burning propellant "grain." This grain burns away in about one second, but the gases it generates shoot through the nozzles at a speed of almost 7,000 feet a second and at temperatures of about 5,000°F. The propellant grain is ignited by a black powder charge which in turn is set off by an electric impulse. The initial electric impulse comes from the launcher.

Present rapid-fire launchers, such as those carried by LSMRs, are a

Though Only a Bantamweight,
One of These Amphibs Can
Toss Lead With Best of Them

far cry from the earlier shipboard launchers. The rockets carried by today's rocket ships have also come a long way since those first used by the Navy in amphibious warfare.

But let's go back to the beginning of the story—for rockets have been used as weapons of war for over 700 years. The Chinese employed rockets when fighting the Mongols in 1232. European armies learned of them and in time improved on them. With the development of cannon, rockets came to be used less and less. For a few hundred years after 1500 they were employed only for signaling and fireworks displays.

But the use of rockets was given a revival at the end of the 18th century, when native troops in India used them while fighting the British.

During the Napoleonic Wars rockets were launched from British warships against their continental enemies. They were used against American forces during the War of 1812. Francis Scott Key, witnessing the bombardment of Fort McHenry, Baltimore, mentioned these rockets in what is now our national anthem—"The rockets' red glare . . ."

American forces first used rockets in a landing near Vera Cruz during the Mexican War of the 1840s. At that time the U. S. Army had a "rocket battery." Soon after, however, improvements were made in artillery—strong advances such as rifled bores and improved gun recoil mechanisms. Once again the rocket as a weapon of war took a back seat.

During World War I there were a few isolated instances in which rockets made an appearance. Until 1941, for the most part, they were used only for signaling. They became a hot topic early in 1941 when the British used anti-aircraft rockets in their homeland defense. Then the Russians and Nazis unveiled their



HOT ROCKET MEN have the thankless job of freeing rockets that misfire. Here a pair checks the operation of their mounts during the Wonsan bombardment.

ground warfare rocket launchers. The Russians brought out "Katusha" and the Nazis responded with "Whistling Willie." The rocket parade was on.

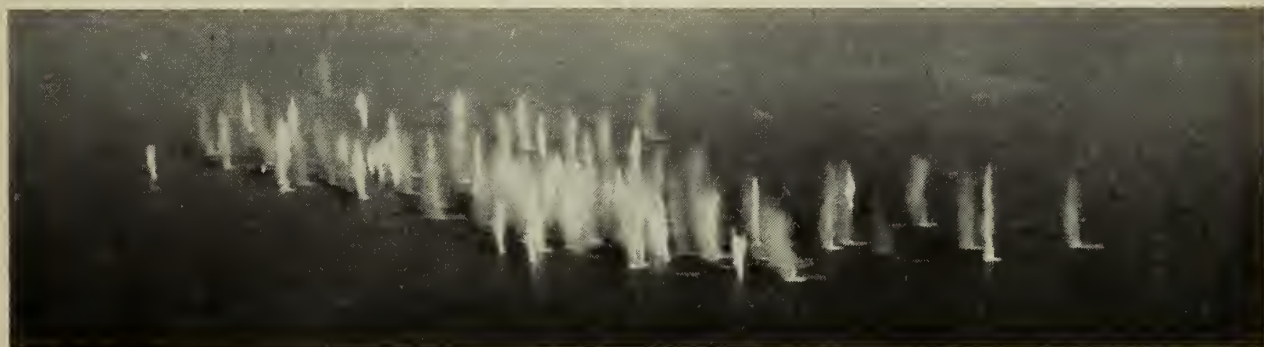
Before Pearl Harbor the United States was already developing its own rocket program. The pace was fast. Our Navy's first rockets of World War II were fired in support of the North African landings at Casablanca, late in 1942.

The explosive head in these early rockets was fabricated from 4.5-

inch pipe—a size that happened to be the most readily available. This had contained 6.5 pounds of TNT and was propelled for a distance of only half a mile, as compared with a range of over five miles in some of the present shipboard rockets.

Following their first use in North Africa, the Navy used rockets in virtually every allied landing in the Mediterranean and European theaters.

Rocket-equipped landing craft became a fixture of the Seventh Fleet



TARGET SATURATION, the main idea in all rocket bombardments, is demonstrated in this closely spaced test barrage.



OLD TYPE—Here shown on a World War II LSMR, these rocket racks had to be reloaded by hand for each firing. Newer device is greatly improved.

early in 1943, taking an active part in Pacific landing operations. During one of World War II's last great amphibious operations the Okinawa landings, a flotilla of 12 rocket ships supported the land operations with more than 30,000 rockets.

At first, Navy rockets were installed in the smaller support boats, even on PT boats, but as time went on they progressed to larger craft until they finally became mounted on LCIs and LSMs. The first LSMs used as amphibious force rocket ships were called "super rocket ships."

An amphibious force rocket ship is essentially a close fire support ship. Its task differs from that of a destroyer or any other "gunboat type" firing conventional guns in that its rockets are a *saturation weapon*. A destroyer might move in near the beach and take under fire a specific

enemy pill box or gun emplacement. An LSMR, on the other hand, moves in and sprays whole areas.

The LSMR rocket ship is an "area bombardier" rather than a "point bombardier." It excels conventional gunfire in its neutralization effect, especially when fired in clusters. The rocket head of the present type 5-inch rocket is very destructive, having more effect blastwise than a destroyer's main battery projectile.

Perhaps the principal advantage of the rocket is its lack of recoil—recoil in the sense that no metal parts are pushed backwards. If the firepower put out by an LSMR were done with conventional guns—5-inch, 38 caliber guns, for instance—the recoil would shatter the ship after the first couple of salvos. That is, provided that many guns could be carried on an LSMR.

With rockets, in short, it is pos-

sible to carry a lot of destructive power in a small ship.

This characteristic lack of recoil makes the rocket an asset in all the services. Aircraft carry rocket armament. By the end of World War II, the Army had artillery-type weapons ranging from hand-carried bazookas to 4.5-inch, truck-mounted "xylophones," and tank-mounted "caliopes." The Navy even had a "mousetrap" rocket launcher mounted on anti-submarine vessels. The Navy's rocket program was big.

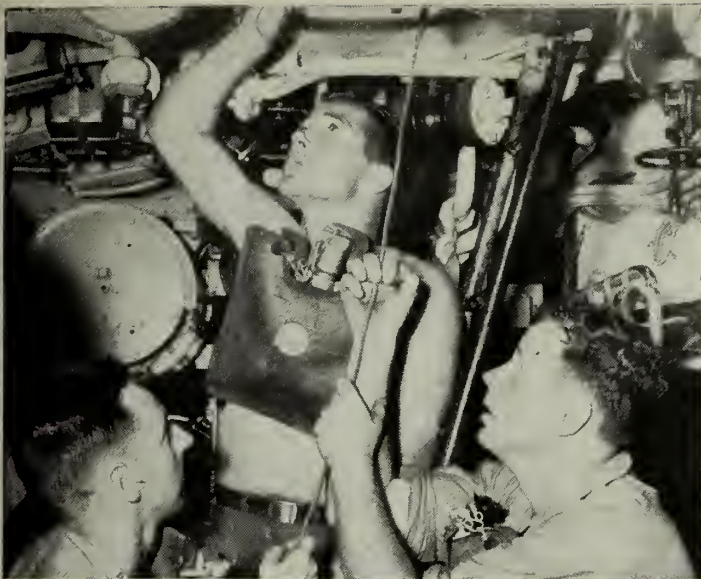
Whether a rocket is a Fourth of July kiddie-thriller or a 5-ton giant rising 135 miles into the sky over New Mexican deserts, its principle of operation is simple. It is a *missile propelled by the high speed rearward expulsion of gases generated by the combustion of an internally carried fuel*.

Most people mistakenly believe that a rocket flies through the air because its escaping gases push against the atmosphere. Actually a rocket could operate in a vacuum. Sir Isaac Newton's "third law of motion" (for every action there is an equal and opposite reaction) helps explain its operation. The rearward action of the gases from the burning propellant grain is matched by an equally forceful reaction pushing the rocket forward.

Many World War II rockets were tossed out by the LSMRs on the Korean firing line. These rockets at the time of the Inchon, Wonsan, Hungnam and Chinampo operations were six or seven years old. Too old for present-day use? No indication of this in the battle reports of the LSMRs. In fact, the reports say that despite the fact that the rockets weren't spanking new—they gave very effective performances.—W. J. Miller, QMC, USN.



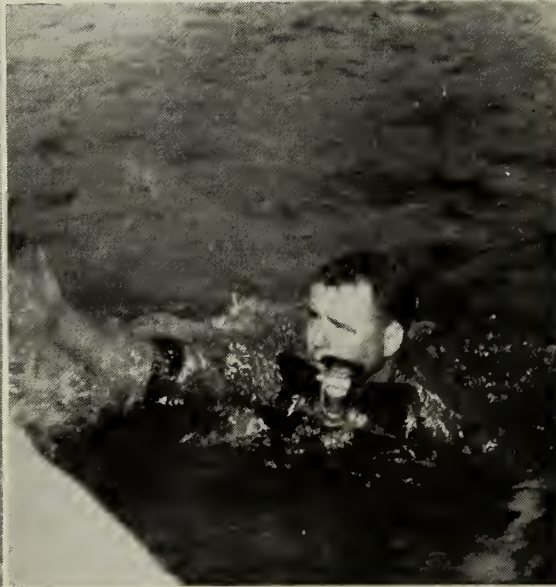
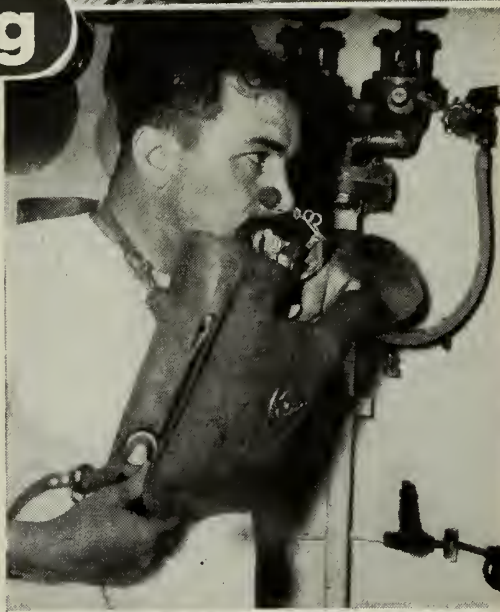
NEW TYPE—Postwar breed, these 10 launchers mounted on LSMR 402 can toss 400 rounds per minute shoreward.



Sub Escape Training

ESCAPING from a submarine lying 60 feet under the blue-green Hawaiian water is plenty different than making a routine ascent in one of the Navy's tall training tanks ashore. If you don't think so, ask one of the 12 men of *uss Scabbardfish* (SS 397).

In a realistic and seldom-seen training maneuver staged under the watchful eye of their CO, LCDR Richard Wright usn, (now fully recovered from burns received from his exploit in the *Cochino* sinking of 1949), the 12 donned escape lungs and climbed in groups of four from the forward torpedo room into the escape chamber (upper left). Once inside (see posed photo, upper right) the men charged their lungs with compressed air (right), watched the water slowly rise in the chamber, opened the hatch above them to the sea, loosed a buoy with line attached which floated to the surface, and one by one grabbed the sturdy line to make the ascent, popping to the surface near the submarine rescue vessel *Coucal* which was standing by. While resting (lower left), each man realized that first-hand experience would now guide him in any future underwater emergency.



SecNav: Strong Navy

Secretary of the Navy Dan A. Kimball, in a recent speech at Philadelphia, Pa., gave his views on today's Navy and its various assignments in meeting the requirements of national defense in the event of a future war.

Excerpts of the speech are reprinted here, summarizing the secretary's remarks as they pertain particularly to officers and enlisted personnel of the Navy.

Secretary Kimball expressed his belief in the need for "strong, balanced and coordinated armed forces" and in the continuing importance of "control of the seas." He explained:

Important as it has been for the United States to have a strong Navy in the past, it is even more important that we maintain strong naval forces in the future.

I am a firm believer in the need for strong, balanced and coordinated armed forces generally. Only by all of our armed forces being strong and working together can this nation's security be maintained. A strong Navy is an indispensable part of the armed services team. If a general war should come tomorrow, a year from now, or five years from now, it will be important that we control the seas. This is our cheapest insurance against having the war fought on our shores.

We must control the seas if we hope to have safe use of the sea lanes and thereby maintain an unbroken line of supplies to our troops and allies wherever they may be fighting. By control of the seas we deprive the enemy of their use as arteries of supply or invasion. We must have control of the seas if we hope to take the offensive and carry the fight to the enemy's shores and eventually to his heart-land.

The nation or combination of nations who control the seas control some 70 per cent of the surface of the world. The tremendous mobile striking power inherent in a modern navy increases this percentage of control potentially much higher.

Our experiences with German submarines and Japanese land based kamikazes in the last war provide vital illustrations of the need for a Navy, even though the enemy has only a small fleet of surface ships.

In meeting the requirements of war, the Navy would find itself with a three-fold assignment:

- First, it would conduct intensive anti-submarine warfare against the enemy's undersea craft.
- Secondly, it would conduct battlefleet operations against enemy vessels, aircraft and bases.
- Thirdly, it would be called upon to mount amphibious assaults against the enemy in order to advance our bases and carry the fight directly to enemy shores.

Let us consider these jobs one by one.

Submarines alone constitute great offensive strength. That fact was brought home to us during the European

phase of the last war when Germany utilized its submarine fleet with such terrible effectiveness until we and our Allies developed countermeasures which brought this threat under control.

Submarines cannot be defeated by surface fleet alone, nor by aircraft alone, nor by submarines alone.

The Navy fights submarines by direct attack from surface vessels, by launching aircraft to blast the submarines and their bases, by laying mines from surface ships and submarines, by using other submarines to stalk them, and by other methods which circumstances may dictate.

Another strong retaliatory action which your Navy would take in case of war would be to dispatch striking forces formed around the aircraft carrier and supplemented by battleships, cruisers, destroyers and other combatant vessels.

These task forces plus service squadrons of tankers, supply ships, repair ships and other auxiliaries would enable us to establish floating bases anywhere in the world. Such floating bases which were perfected in the Pacific war gave us sustained striking power against enemy fleet units and shore installations.

These self-sufficient fleets can rove the seas, deliver their attacks, and swiftly speed away to other targets hundreds or possibly thousands of miles away.

Such is our retaliatory strength through seapower, and sea-airpower. The third assignment which would face the Navy in event of war is to mount amphibious assaults.

Such an amphibious force is composed of everything from battleships to landing ships and small craft. The tasks of amphibious forces are many fold. They prepare the objective for the landing, transport the attacking force, put it ashore, provide continuing close support and bring in supplies and material for the expanding beachhead.

The oceans themselves are two-way streets. In the event an unfriendly power should gain control of them, the oceans would serve to isolate us from our sources of supply and from our friends.

Our Navy is our best insurance against such an eventuality.



SecNav Dan A. Kimball



'... Striking forces can rove the seas and attack ...'

CNO: Mobile Fleet

Admiral William M. Fechteler, USN, the new Chief of Naval Operations, has mentioned four great assets important to the national defense of the United States: natural barriers, allies, our own productive capacity and the good sense and spirit of our people.

What is the Navy's job in the over-all mission of the armed forces team? What role do these great assets play in the Navy's job today?

In his first public speech as CNO, Admiral Fechteler discussed the "fundamentals of defense and the Navy's part" today in our national defense program with members of the press in Washington, D.C.

Because of the wide interest of Navymen in this subject, ALL HANDS here reprints excerpts from the speech which are of special significance to naval personnel.

This is my first public speech [since I took office as Chief of Naval Operations]. You are entitled to know something of the view I take as to the fundamentals of the defense of our country. And I want you to know something of the Navy's powers and abilities to contribute to that defense.

- War is the last resort. It is to be avoided so long as it may honorably be avoided. Whatever the future may hold for our country, of this I am certain, we will not start another war.

I do not believe that the survival of our way of life is in jeopardy. We may be forced to fight for it but we shall surely win.

- During a period of peace devoted to the building of armaments, we should exercise judgment and discretion in the selection and fabrication of our arms. We must carefully evaluate the enemy we expect to face and, upon that evaluation, base our course of action and our weapons.

- Long-range plans for the procurement of armaments have been made, approved by the highest authority, and are now in effect. The plans are designed to provide Armed Forces best calculated to enable each service to discharge its particular obligations to the Nation. Our defense can best be maintained by assigning to each service specific responsibilities and then to allocate to each service commensurate forces.

What has recently occurred throughout the world has given credence and support to the validity of this principle. For example, witness the prompt and effective action of which the Navy and Marine corps were capable when crisis occurred in Korea.

- We cannot effectively maintain our defensive frontiers in Europe and in Asia without troops and ships and planes located in strategic positions for the support of our Allies.

Air attack alone will not stop the advance of the

Russian army against Western Europe. In Korea there has been no appreciable enemy opposition to our use of the air and though we have had a zone of approximately 150 miles over which our air effort was free to operate, there still has been no effective retardations of the enemy advance by means of air alone, including naval aviation.

- I suggest that the next war, if it comes, will be fought by persons who will be, and will remain, at or near the scene of action and that the conventional type of warfare with which we are all familiar has not become obsolete.

I do not mean to leave the impression that I am not fully conscious of the value of the airplane as a weapon. It is of great importance. We must have strength in the air. The plans which we are now pursuing are not negligent of the air. They envision its use in many roles — strategic bombing of the enemy's hinterland, close tactical support of troops, interdiction of supply routes, and anti-submarine warfare.

- Strength in the air being of the importance claimed for it, I see no reason for the reduction of the power of naval aviation. Remember always that naval aviation is an important part of the air power of the United States.

- A Navy, mobile and ready, is an instrument particularly well adapted to the maintenance of force of defense frontiers far from home.

- The ship with its arms may be moved readily to new locations as need arises. But most important of all, when it has done its work it may be brought home and preserved to fight another day.

- The Navy is inherently fortunate in that it lives in its weapons — our ships are our homes. They are small communities that move over the sea at will. The Navy afloat has no need of barracks.

I do not mean to suggest that the Navy alone can accomplish the whole business of manning a defensive frontier abroad. Troops are needed which must come from the Army. The power of the Air Force will be required at the scene of prospective action. The range of the Navy's guns and planes is limited. But the Navy is peculiarly well adapted for a large share of the work. All services have gained invaluable experience in Korea and are better for the knowledge gained in that unfortunate land.

- Naval forces in strength must be maintained in the Mediterranean, in the Eastern Atlantic and in the Western Pacific. They are required at the focuses of infection of Communism and they can be deployed quickly as that focus shifts its position. In most cases no support facilities prepared in advance will be needed.

- The problem of our country is to bring about an adequate level of defense for ourselves and our allies quickly and without wrecking our own economic structure. This is a difficult task. It has been my purpose to emphasize a few of the fundamentals which I regard as important in performing that task.

- Frontiers must be located at a distance from our shores. Fortunately such frontiers exist. Let us exploit them to the maximum.

- Our economics should be protected by a careful choice of weapons having regard to plans deliberately made and carefully prepared.

- Our assets lie in natural barriers, in allies, in our own productive capacity and in the good sense and spirit of our people.



ADM W. M. Fechteler



Can-Do in Action

"I SIGNED UP THREE DAYS AGO X
QUIT MY JOB X HOW ABOUT SOME
OF THAT CAN DO STUFF X I WANT IN
NOW X"

So wired an Ohio steelworker to Seabee headquarters in Washington not long ago.

Conditions are slightly different now, but the Korean incident has demonstrated beyond any doubt that the same casual contempt for the impossible that made the Seabees famous during World War II still exists. Their assignments are not always as headline-smashing as in earlier days, but the second-generation Seabees still have their inimitable touch.

Take, for example, the first detachment of Seabees to land in Korea—the Amphibious Construction Battalion No. 1. Rushed from their home base at Port Hueneme, Calif., and with a brief layover in Japan to outfit for the attack, they were right behind a Marine wave storming the Wolmido beaches 15 Sept 1950. Within a few hours after Wolmido was secured, troops and supplies were unloading on Seabee-built pon-

toon docks for the long, hard drive on Seoul.

Even in that brief time, one of the Seabee's most cherished traditions had been reestablished. The marines were having difficulty with a nest of North Korean snipers entrenched within a cave. Out went the familiar call.

Within a few minutes a Seabee catskiner and his lumbering bulldozer were busy sealing up the cave. After he had finished, he halted his

'dozer beside the marines and rolled his chew to the other check.

"Any time you youngsters start something you can't finish," he advised tolerantly, "just let us know. Be glad to give you a hand—if it doesn't bother with our real work."

Then, with a squirt of tobacco juice on the freshly turned earth, he went back to his "real" job—grading a road down to the docks.

Chances are, the unknown catskiner was a Reservist who, a few short weeks earlier, had been engaged in a stateside civilian job. Actual figures are not available, but it can be stated that more than 60 per cent of the Seabees on active duty in Korea and elsewhere are Reservists.

This is the story of how the Navy, through the establishment of Seabee components in the Organized and Volunteer Reserve, preserved the "Can Do" organization through a nucleus of a small but active unit in the Regular Navy.

Following World War II, demobilization of the Seabees followed much the same rapid pattern as that which characterized other Navy per-



sonnel. From a peak strength of 10,200 officers and 247,000 enlisted personnel, Seabee forces were reduced to fewer than 4,000 men just prior to the Korean conflict.

During that time, the Regular Seabee organization served two vital purposes: It remained as a nucleus of a wartime organization and it handled emergency construction jobs and those of a highly classified nature which could not feasibly be let out on private civilian contract.

In no case, do Seabees perform construction work within the continental limits of the United States except as part of their training program.

Meanwhile, the development of both a Volunteer and an Organized Reserve of Civil Engineer Corps officers and Seabees has proved to be one of the most successful programs in the Naval Reserve.

The Organized Reserves now has an authorized strength of 246 companies, with 1,230 officers and 9,840 enlisted personnel. They attend bi-weekly drills and two weeks' active duty training a year at Port Huenneme, Calif., Little Creek, Va., Great Lakes, Ill., Coronado, Calif., and at the recently activated Davisville (Quonset Point), R. I.

The 180 Volunteer units scattered throughout the country meet once or twice a month for discussions and technical lectures. Two-week active duty training courses are also available to Volunteer Reservists.

However, one of the reasons for the ease and rapidity with which complements in the Seabees are filled might lie in the fact that the same policy is now followed as that which prevailed during World War II—civilians are recruited in their own skills at petty officer rates.

This is accomplished through the Seabee Standby Reserve, formed early in 1949. Men in this category may sign up with Navy ratings based on their civilian experience. They are under no obligation to attend meetings or drills since their outside experience is accepted in lieu of training. Regular and Reserve officers are drawn from the Civil Engineer Corps. In civilian life they are engineers. They talk the same language as the Seabees and know what to expect of them.

A scale of ratings, from recruit to CPO, covering more than 60 recognized trades mostly in the construc-



UP A POLE, two power linemen learn their job at the Port Huenneme training base. Men such as these helped make ACB 1 the crack outfit it was at Inchon.

tion field, has been established. In general, here's how the rating system works: A foreman might expect a CPO rating; a three-year journeyman, a petty officer 1st class; a journeyman with less than three years, 2nd class; a man who has served two-thirds of his apprenticeship, 3rd class; and apprentices with less time can expect the rating of construction

man or construction apprentice with little argument.

Today the Seabees serve in three principal types of organization—Amphibious Construction Battalions, Mobile Construction Battalions and Construction Battalion Maintenance Units. Or, as they are better known: ACBs, MCBs and CBMUs.

ACBs, who train side by side with

ERECTING a quonset hut, trainees learn a craft. Through a widespread Reserve program, more than 400 units now feed personnel into the Seabees.





BUILDING A ROAD OF STEEL—As first step in constructing a causeway, Seabees string together 30 hallow steel pontoons (left). Right: A 90-ton section is strapped securely to the side of an LST to be carried to the forward area.



the marines at the naval amphibious bases at Coronado, Calif., and Little Creek, Va., help to secure a toe-hold on an enemy beach.

Their speeial equipment consists of steel pontoons each five feet square and seven feet long, which are bolted into strings to form eauseways. The Seabees hang their pontoon strings on the sides of LSTs, then eut them loose as the ship's near the beach. The causeways are than towed until the ships ground, and momentum brings the pontoons on in to shore. Causeways are then "married" to the LSTs whose bow anehors are carried into position by

pontoon barges, while Seabee bulldozer operators build sand ramps at the inshore end of the causeways.

At times, this job becomes downright interesting. Not only do wind and waves try to break it up, but enemy forces let loose with everything they have in order to smash this vital supply line.

Again, Inchon is a good example of the present-day Seabee's work. With its 30-foot tidefall, guarded by its miles of gooey mud flats that would bog down a sandpiper, Inchon could never have been taken without the Seabees' miraculously produced piers and improvised harbor installa-

tions. Under continuous shellfire and sniping, battling a tide that rose and fell 30 feet every eight hours with a current of four knots, ACB Number 1 built a flexible, floating causeway 25 feet wide from the beach to deep water 400 feet away.

It took five tries to complete the job. Two attempts were wrecked by the tide, two by the enemy.

Less than 48 hours after the first marine waded ashore, inspection parties were able to step from the deck of a vessel to a broad steel highway traversing the soupy mud flats.

With causeways in place, the ACBs get on with the rest of their work. Their bulldozers start hauling equipment ashore and cutting roads back from the beach. Communications are set up. Water distillation equipment is put into operation. Revetments are thrown up to protect supplies. And, of course, the Seabees build and man a perimeter defense line, including gun emplacements. All of this done, the ACB takes the first steps toward construction of a temporary base. Tents, mess shelters, repair shops, more access roads, pontoon piers, water supply and sanitation, supply dumps and mobile utilities.

At this point the ACB moves on to a new assignment and an MCB takes over. The MCB is much the same kind of outfit as the regular Construction Battalion of World War II. Its job is to build and defend whatever kind of base the Fleet needs. It continues the work the ACB started and expands on it. Quonset huts, paved roads, warehouses and shops, piers and harbor works, utilities, fuel stor-



LET 'ER GO!—Crew of a warping tug lays a surface anchor. Such anchors, one to a side, keep the elongated pier from bending with tide and current.



age tanks, pipelines, and, of course, airfields for both fighters and bombers. The beachhead becomes a base.

Once the base is built, there's no sense keeping a whole battalion there to maintain it. So the MCB moves on to a new job, and a CBMU, which is only about one-fourth as large, takes over the maintenance work.

Another important type of Seabee outfit is the detachment. Its size depends on what its special assignment might be. It could be a surveying job, or exploration work, or a demolition project. These detachments are usually hand-picked outfits of men with particular skills. And when their work is completed, they are returned to the larger outfits. At the present time, some detachments are performing maintenance work.

In addition to these major units, a small number of Seabees are expected to be assigned jobs outside the combat zones. These would be public works or maintenance jobs at places like Pearl Harbor and the Canal Zone, or at bases in the States needed to support the Seabees' own rotation system for bringing back veterans from overseas for a rest and a change of assignment. Also, a few Seabees would be sent out with the seagoing Navy to handle certain equipment, such as cranes, aboard ships.

Eligible to join the Seabee Reserves is any man not subject to induction under the Selective Service Act of 1949 who is between the ages of 18 and 44. A former serviceman may come in the Seabee Reserves at 50½ years plus the number of years he earlier served in the armed forces, which possibly gives rise to the frequent injunction: "Never hit a Seabee. He may be your grandfather."



AT BEACHHEAD, men rush ashore with cables to anchor causeway to ground. A pontoon, freed from an LST, can gain the beach under its own momentum.



CAUSEWAY GROWS and soon extends to water deep enough for an LST. Here men run a 'haul-back line' from front end of last pontoon to bow of LST.



READY TO UNLOAD—almost—LST jockeys into position to lower bow ramp. Hole in ramp fits over 'rhino horn' on pontoon, gripping the ship securely.

SERVICESCOPE

Brief news items about other branches of the armed services.

* * *

THE WORLD'S FIRST ATOMIC-POWERED AIRCRAFT has been ordered by the U.S. Air Force.

Commercial firms are under contract to develop a specially designed airframe, the nuclear-powered engine and associated work on the nuclear reactor for aircraft. They will work closely with the Air Force and the Atomic Energy Commission on the project.

* * *

AN ARMORED INFANTRY CARRIER on tracks, which will take troops to the front lines along with the tanks, has been developed by the Army Ordnance Corps.

A squad of 12 fully-equipped men can travel in the armor-protected 20-ton carrier at a speed of over 35 miles per hour on improved roads. The vehicle can turn in its own length and climb or descend 60 per cent slopes. It affords protection from small arms fire and shell fragments. The carrier will traverse the same terrain as the tanks, putting the infantry forward with spearhead elements. Double rear doors permit the squad to dismount quickly from the carrier compartment.

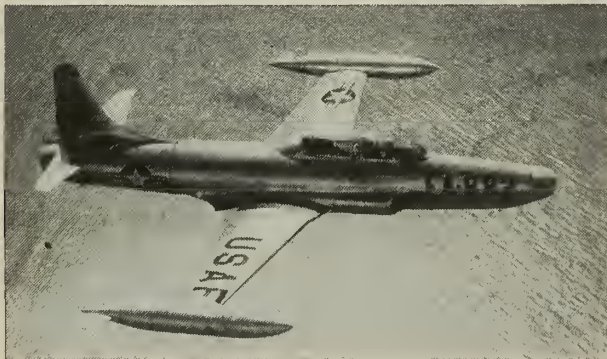
Improvements over earlier troop carriers includes increased overhead protection, greater ease of operation, higher speeds, and increased maneuverability. It can also be used as a cargo or litter carrier, a prime mover of artillery, or serve as a command-post car. The new type carrier is equipped with a .50 caliber machine gun.

* * *

COMBAT PLANES of the future—so far as can be foreseen now—will still be flown by men.

This fact has prompted a series of tests by the Air Force School of Aviation Medicine to determine what causes fatigue in bomber crews. Men return from long flights irritable, looking haggard and worn. Air Force doctors are now trying to find out whether this reaction is caused by muscular weariness, nervous fatigue or some "inner anxiety."

Volunteers from two training squadrons at Randolph Air Force Base, Texas, are taking the tests just prior to



GUARDIAN ANGEL, this F-94 Air Force jet interceptor is part of the air defense team protecting the U. S.

leaving on a flight. As soon as they return, 12 or 15 hours later, the same tests are again administered.

It is hoped that the knowledge gained from the test results will help eliminate causes of discomfort in flight and give more endurance aloft.

* * *

MONTHS OF KOREAN FIGHTING and the rapid expansion program haven't had an adverse effect on the Army's health. Despite these two important factors, the general health of the Army man was better in 1950 than in two of the four peacetime years after World War II.

The average daily percentage of soldiers unavailable for duty because of hospitalization or confinement to quarters for medical reasons was 2.8 in 1950. With battle wounds and injuries subtracted, the percentage was 2.4. In 1946, the non-battle rate was 4.1 percent. In 1947, it was 3.6 percent.

Medics consider 1948 and 1949 as the healthiest years in the history of the Army, with average daily percentages of 2.6 and 2.2 respectively.

* * *

"BIRDDOG" IS ARMY'S NEW PLANE designed primarily for artillery observation and other battlefield jobs of combat and support operations. It is now replacing older Army planes in Korea.

A rugged all-metal, two-place plane, the *Birdog* is designed to meet the need for combat aircraft capable of landing and taking off from small fields, dirt roads and other rough terrain.

In actual battlefield tests the plane has performed many jobs that are new to employment of Army aircraft in warfare, besides the conventional tasks of resupply, wire-laying, courier work and evacuation. In flying low over streams, the *Birdog* locates fords for vehicles, flies flank patrol for armored thrusts into enemy territory, and relays radio messages which ground transmitters sometimes cannot send over sharp Korean ridges and mountains.

* * *

PEST CONTROL in the Army has paid off with an estimated saving of \$24,000,000 during fiscal year 1951. The program itself cost only \$1,300,000—for equipment, insecticides and personnel.

Conservative rates of deterioration and destruction of Army property by pests show a saving of about \$16,300,000 on buildings, \$2,500,000 on grounds, \$6,250,000 in equipment and stored materiel and \$360,000 of food supplies and subsistence articles.

The program is carried out by the Corps of Engineers with the cooperation of the Army Medical Service and the U. S. Public Health Service.

* * *

PRIMAQUINE—A NEW RAPID CURE drug for malaria is being tested by the Army on military personnel returning from Korea. If the tests are successful, it may be possible to cure malaria more effectively than with other

drugs now in use, including *chloroquine*, a powerful new anti-malarial suppressant.

Army medical authorities say, however, successful standardization of primaquine will have no effect on the importance of chloroquine as a malarial suppressant. To troops in Korea, chloroquine will continue to be essential to their health until they are transferred to some non-malarious area.

A serviceman exposed to malaria who has been taking chloroquine, may not know he is carrying the malaria germ in his system. If the dormant germ is in his system and attacks him after his return to the states, he is warned by the symptoms of chills and fevers accompanied by severe headaches. Medical authorities hope that primaquine will provide a quick and effective cure in such cases.

* * *

"EXERCISE SNOW FALL" will train Army and Air Force men and test equipment under snow and ice conditions during January and February in the Pine Camp area near Watertown, N.Y.

The joint ground-airborne operations will place emphasis on night maneuvers, movement over snow and adaptation of the individual soldier and airman to winter conditions employing aerial logistical support using parachutes, helicopters and troop carrier aircraft. The evacuation of casualties by 'copters and other aircraft will be tested.

The exercises will also provide training in rail, motor and air movements to develop and test both Army and Air Force doctrine, tactics, techniques and equipment under cold weather conditions.

* * *

FLYING WEATHER STATIONS of the Air Force's Air Weather Service were over the battlefields within 24 hours after the Communists crossed Korea's 38th parallel in June 1950. The first combat weather flight over Korea was made by a lone W-B29 Superfort from the 56th Strategic Reconnaissance Weather Squadron. Since that day in June of 1950, crews of this reconnaissance unit have flown over the Korean area everyday without a

single loss to enemy action.

Weather information they collect is flashed back to the Tokyo Weather Central where it is quickly dispatched to United Nations' commanders for their use in planning and carrying out strategic operations against the enemy.

Presently, weather reconnaissance missions in the Pacific have greater strategic importance than those performed elsewhere on the globe. In the Northern Hemisphere, weather generally moves from west to east. Weather over Korea originates in Red China and Siberia. Now that weather information from these countries is no longer available, the roving "flying weather stations" of the 56th, plus observations from Mobile Weather units on the front lines, must provide all weather data urgently needed in preparing forecasts.

Combat operations is nothing new for weathermen of the Air Weather Service. At Normandy, the weathermen came in on D-Day with rifles and carbines, and did considerable fighting on their own before "setting up shop" to compile weather data for the invasion commanders.

* * *

PROTECTION FROM FROSTBITE AND FREEZING in frigid temperatures as low as 50-degrees below zero is now possible for the wounded, in the development of a casualty bag. In collaboration, the Army Medical Corps and Quartermaster Corps designed the new bag following wide use of ordinary sleeping bags in World War II to protect the wounded.

The casualty bag is an oversized sleeping bag with an exterior of cotton-nylon oxford cloth, insulated with down. An all-around zipper makes it easy to place the wounded man inside. Other zippers permit openings without exposing the man's entire body when wounds are treated in the field.

Designed to accommodate a soldier wearing bulky Arctic clothing, plus a splint, the bag is wind and waterproof. Fur trimming around the face opening protects against frost or ice formed from the breath.



ALL-WEATHER FLIERS training at Tyndall Air Force Base, Fla., brave rain and darkness as they track 'enemy' planes by radar, then whip in for the 'kill.' Left: Crew mans its F-94 fighter at night. Right: Spotting the 'enemy.'

TARGET: KOREA



USS NEW JERSEY is one of the heavy duty U.N. ships that helped set a new record for continuous sea bombardment.

NAVAL FORCES in the Korean theater have surpassed an 88-year-old world's record, written into the books in the middle of the Civil War.

This long-standing record for continuous bombardment by naval forces was set at Vicksburg when Confederate emplacements were under fire by Union gunboats for 42 days.

That bombardment has been surpassed twice in North Korea—first with the naval pounding of Wonsan by U.N. ships, and secondly in the bombardment of Songjin, 140 miles south of the Siberian border.

The naval siege and blockade of Communist Wonsan was already in its ninth month on the day this issue went to press. The Navy began its continuous bombardment of Wonsan on 16 February and started on Songjin on 7 March.

Because the rail and highway network is relatively level on the east

coast of Korea (as compared with the undeveloped mountainous interior) a large portion of the enemy's traffic funnels down through this area.

Naval forces can best interrupt this traffic by *interdiction missions*. In carrying out this type mission our vessels deliver fire upon bridges, tunnels, roads and railways and their junctions, and other channeled routes of communication.

Another term now being heard aboard the bombarding ships is *targets of opportunity*. The term just about explains itself. These targets include gun emplacements, military-occupied buildings and barracks areas—anything discovered to be of military value to the enemy.

It was a target of opportunity mission at Wonsan that furnished one of the most spectacular events of the Korean action. In less than eight minutes an estimated 8,000 Chinese Communist troops were

wiped out by the combined gunfire of a light cruiser and three destroyers.

These troops, working at night and sleeping by day, were laborers quartered in what were supposedly safe sections of the city of Wonsan. Bombarding ships purposely refrained from taking these areas under fire to increase further the enemy's belief in his immunity—in short, to get a greater number of troops grouped in smaller areas.

Then, at 1100 on a Thursday morning, the guns of *uss Manchester* (CL 83) and two accompanying destroyers opened fire. In less than five minutes 6,000 troops were killed in two areas. Two hours later *uss Wallace L. Lind* (DD 703) took under fire a third area killing another 2,000 troops in three minutes.

In the Korean naval bombardment everybody gets into the act. The performers range from *New Jersey* (which did her pitch in the days

following *Missouri's* return to U.S.) through cruisers and destroyers down to frigates and mine vessels.

Although the bombardment is primarily a United States Navy performance, warships of other U.N. countries contribute gun power.

Naval gunfire is not restricted to these two coastal cities. It ranges up and down Korea's coasts—wherever there are targets.

Here's how it works.

A convoy of trucks moves down from the Manchurian border. Still hundreds of miles from the fighting front, the cargo carriers are suddenly engulfed in bursting projectiles. As trucks they exist no more.

A Communist repair crew has just put a vital North Korean railway bridge back into working order when a series of bursts walks up to them and wipes out both the crew and their work.

Enemy artillery batteries, road junctions, troop concentrations, warehouses of enemy equipment, ammunition dumps—things most vital in land warfare—all are subject to the same treatment. At one moment everything is silent; in the next instant there is death and destruction.

This is naval gunfire playing its most dramatic and effective role in Korea.

Many factors account for the success of these projectiles reaching the right spots, among them: good spotting, application of electronic advances, developments by the Bureau of Ordnance and, most of all, the skill of the men behind the gun.

News reports mention these naval



SIXTEEN INCHER is cleaned out by a crew member during lull in the firing. Electronics harnessed to fire control system gives guns uncanny accuracy.

gunfire missions as being the work of "radar-controlled" guns. This phrase gives only one part of a much larger picture, radar itself being just one of the forms of electronics used in naval gunnery. Other forms of electronics are used in various types of communications essential to successful gunnery.

One of the most spectacular uses of electronics is in the proximity fuse. This is a World War II development which employs a miniature radio transmitter in the nose of the

projectile. It works in such a manner that when a nearby object disturbs the radiation pattern being sent out, the fuse is activated. Not only is this excellent for anti-aircraft fire, but it is useful for anti-personnel purposes. In Korea, projectiles of this type, bursting as they near the ground, are called "daisy cutters."

Navy gunfire systems also require mechanical and electrical elements. These two factors play a large part in the pieces of equipment that do the computations—the mechanical



DESTRUCTION ASHORE—Shattered dwellings (left). Right: A 5-inch shell scores a hit on enemy in Wonsan harbor area.



PASS THE AMMUNITION—Destroyer *Floyd B. Parks* (DD 884) gets a netload of cartridge cases from one of the Fleet's ammo ships, *USS Titania* (AKA 13).

brains. The guns themselves use just about every basic form of mechanics known to man. The whole shipboard system of gunnery and gun control is linked together electrically and mechanically.

But even more important than the electronic, electrical and mechanical functions is the human element. Men have to set up and operate the various components and keep them in working order.

And, as is the way of the Navy, when a system breaks down and cannot immediately be repaired, the manual system takes over. For instance, one of the motors that swings a gun around goes out of order. Men make use of hand power and crank it around.

Or a ship gets pretty badly battered in battle and each gun becomes an isolated unit. Then it's up to the men in the gun crew to do the figuring which previously had been done by a mechanical computer located in another part of the ship.

Great advances in the field of mechanical loading of ammunition into the gun are being made by the Bureau of Ordnance. In fact there are a few recently developed types of guns that handle this final step as a completely automatic gun.

Most of the guns in the Fleet still have the ammunition loaded into them by hand. This does not neces-

sarily mean a slow operation. When the main batteries of the ships pounding Korea really get rolling they look like giant machine guns in low gear.

Bringing the guns to bear so that projectiles will find their enemy targets is the key to the system that the Navy calls *fire control*.

In the typical fire control system there are two main parts: director



FALLING SHORT, a shell from a Communist battery near Wonsan fails to hit the cruiser *USS Toledo* (CA 133).

and computer. These are linked electrically to the gun. Compared to a prize fighter the director would be his eyes and reflex system; the computer, his brain; the gun, his punching arm and fist.

The director is a box-like steel compartment usually mounted high in the ship's superstructure so that its arc of vision is as large as practicable. It accommodates a small number of men and a large amount of fire control gear.

Mounted on top of this director is a radar antenna and projecting out of either side are the ends of a rangefinder. These two devices are usually sufficient to locate an enemy target, especially if it is silhouetted on the Korean horizon.

When the radar or rangefinder can't "see" the target, however, gunnery spotters can be used. Shore gunnery spotting parties in the enemy-held areas of Korea are scarce, so when targets can't be picked up by the ship's equipment, air gunnery spotting is used.

When the target can be picked up by the director, its range, bearing and elevation are sent below decks to the computer. This complicated piece of mechanism sits deep in the ship, about as far down as the director is up. Externally it is equipped with many knobs, windows and dials; internally it is a maze of electro-mechanical components.

Making use of the target data put into it by the director, the computer also digests information on the ship's course and speed, plus other factors fed into it by the operators. Initial ballistics, initial velocity, drift of the projectile and the ship's roll and pitch—the computer unscrambles all these factors and comes up with answers.

The computer sends the answers to two places: back to the director for a check and on to the gun. All in order, the guns are positioned to lay the projectile along the curved path leading to the target.

When the aforementioned truck drivers and repair crews were brought under naval fire they may have thought that evil gods were hurling thunderbolts at them.

Evil gods?—not by a long shot. Thunderbolts?—could be. But the Communists and North Koreans would have been equally awestruck had they known of the skill and ingenious planning that was behind those thunderbolts from the sea.

LETTERS TO THE EDITOR

Wants Duty in Mediterranean

SIR: I am now on shore duty. May I apply to the Bureau of Naval Personnel, asking for duty in the Mediterranean?

When my shore duty is up is there any chance of going to sea? This question comes up often because a lot of people have put in for sea duty and BuPers tells them that they will go to sea in a routine manner. What does the Bureau mean by that? I would like to know before I put in a letter for sea duty.—D.J.L., YN2, USN.

• You may submit a personal request for sea duty. It should be addressed to the Chief of Naval Personnel, via the chain of command, and should be submitted normally no sooner than one month prior to completion of current shore duty.

BuPers, however, may not assign you to duty afloat specifically in the Mediterranean, since assignment to ships in the Mediterranean is controlled by Commander Service Force, Atlantic Fleet. BuPers controls only the overall distribution of enlisted personnel among the major administrative commands. These include the Atlantic Fleet, the continental naval districts and river commands, Chief of Naval Air Training and Chief of Naval Airship Training and Experimentation.

You may also put in a request for

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

duty with a naval mission or office of naval attache in that area. Your rating is one of the few in the authorized allowances of these units. ADC, ADC(APs), AL and SK are among the others. Procedure for submitting your request is outlined in BuPers Circ. Ltr. 36-50 (AS and SL, January-June 1950). There are several such missions and offices in the Mediterranean area.

In regard to the "routine manner"—upon completion of your current tour of shore duty you will be reported to BuPers on the Shore Duty Survey Report in accordance with existing instructions. You will be afforded the opportunity of indicating your preference for next duty on that report. At such time as the needs of the service dictate, your name will be removed from the Shore Duty Survey Report and you will be made available by BuPers to ComServLant or ComServPac for assignment depending on the relative needs of the Atlantic and Pacific Fleet for personnel of your rating.

The command to which you are made available will be advised of your preference for duty for such consideration as may be consistent with that command's needs.—Ed.

Clothing Allowance for HMs

SIR: I'm a hospital corpsman attached to the 11th Marines. Since joining this Marine activity, the clothing allowance has been discontinued for all HMs because we are supplied with Marine clothing.

When we leave, we will be given full Marine seabags in Japan but these can't be used at naval activities. Will we receive any clothing allowance when we return to the states?—C.D.A., HM3, USN.

• Enlisted personnel are entitled to continue to receive the maintenance allowance to which they are otherwise entitled even though serving with a Marine Corps unit.

If you do not receive the maintenance allowance prior to reporting back to the Navy, you will receive retroactive credit at that time.—Ed.

Resuming GI Training

SIR: I have completed a two-year course in mechanical dentistry. Just before I was ordered into active service as a member of the Organized Reserve, I had lined up a job as an apprentice dental technician under the GI Bill.

Can I take advantage of this on-the-job training when I am released from active duty or will I lose the apprenticeship because the GI Bill ran out on 25 July?—T.W., USNR.

• The GI Bill did not "run out" on 25 July. That date was simply the deadline for enrollment in GI training courses for the majority of veterans—those separated on or before 25 July 1947—who had not yet taken advantage of their educational benefits.

Your apprentice training would appear to be a normal extension of the education you began under the GI Bill. Your educational plans were actually interrupted by your being ordered to active duty. Consequently, it appears that you should have no difficulty resuming your training within a reasonable time after you are separated.

Further details are contained in BuPers Circ Ltr 88-51 (NDB, January-June 1951) and ALL HANDS, June 1951, p. 42.—Ed.

Attending Class A School

SIR: I have been in the Navy six months and for two months at an overseas station where the shore duty rotation requirement is 18 months duty. I would like to apply for an electronics technicians Class A school. My test scores were: GCT 64, Math 64 and Mech 60. My question is: How long must I be on permanent duty station before I can request school?—C.E.A., SA, USN.

• A minimum period of service on a ship or station is not a Bureau of Naval Personnel requirement for application to enter a Class A naval school. However, type commanders and commanders service forces may establish a minimum period of service before requests for naval schools will be considered. When eligible, your request should be submitted via chain of command to Commander Service Force, Pacific Fleet, who administers a fleet quota for the Naval School, Electronics Technicians, Class A. There are two schools, one at Treasure Island, Calif., and the other at Naval Training Center, Great Lakes, Ill.

In the Atlantic Fleet a request would be submitted via chain of command to ComServLant.—Ed.

Position of the Rating Badge

SIR: I have a question about the position of the rating badge when worn on khaki shirts. Should it center on the left shirt sleeve—as on a coat? Or should it go to the front of the crease—as on a jumper sleeve?—E. J. K., Jr., YNC, USN.

• The sleeve position for the rating badge is the same as for a jumper. Uniform Regulations, 1947 (Art. 9-70, C-1) has this to say about rating badge positions: "The rating badge, when worn on khaki shirts, shall be applied on the outer side of the sleeve so that the rear edge of the badge shall coincide with the side view centerline of the sleeve located midway between shoulder seam and elbow."—Ed.





USS FRANK E. EVANS — DD 754 has been under fire 12 times. Is that a record?

Ship Under Fire in Korea

SIR: We believe our ship *uss Frank E. Evans* (DD 754), has been under fire from Communist shore batteries more than any other ship. Our being under fire runs to just about an even dozen times. Who's got us beat?—The Crew, USN and USNR.

• There are no readily available statistics at BuPers or OpNav showing the number of times a ship has been under fire. Only a survey of the logs or war diaries of the various ships made at the end of the Korean conflict would provide figures showing the number of times each vessel was under fire—but this might not be a true picture because definitions of being "under fire" may differ.

In an effort to answer your question, however, ALL HANDS invites all ships that have been "under fire" from shore batteries more than 12 times during the Korean conflict to write in concerning their records.

The fact that the ship was under fire must be confirmed by the ship's log. Generally, if a ship has been "bracketed" by enemy fire—that is, if the enemy has lobbed over shells to determine the correct range—the ship can be said to have been "under fire," even though it did not sustain a hit.

If the operating force, to which a particular ship belongs, is "under fire" as a whole but certain ships of that

operating force are obviously out of range and in no danger of being hit, then such ships would not be considered "under fire."

Likewise, a ship near another ship that has been "bracketed" would not be considered "under fire" just because a few shells aimed at the "bracketed" ship land near by.

Let's have the figures on your ships, men.—ED.

About Commission Pennants

SIR: When did the Navy have commission pennants with 13 stars? When did the present-day seven-star commission pennant come into effect? Any information about these pennants would be appreciated.—T.E.H., MMIC, USNR.

• Until 1933 the Navy had large size commission pennants containing 13 stars and smaller sizes containing seven stars. On 30 Aug. 1933 the Chief of Naval Operations approved two sizes. These were size seven (four feet long) and size six (six feet long). Both contain seven stars which have no special significance other than providing the most desirable display.

Commission pennants date from the earliest days of the Navy. Until 1933 they ranged from 70 feet in length down to four feet. The increased use of anti-aircraft guns and other topside equipment made it undesirable to fly the larger sizes.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss LST 845*: The third biennial reunion of former personnel will be held 18 through 20 July 1952 at the Mark Twain Hotel, St. Louis, Mo. For details contact LST 845 Reunion Committee, 2011 N. Illinois St., Indianapolis 2, Ind.

• *uss LSM 14*: A reunion of ship's company is being planned with time and place to be decided. Interested persons may contact Hubert J. McCormick, 3600 Ninth St., Baltimore 25, Md.

• 86th U.S. Naval Construction Battalion Association: The fourth an-

nual reunion will be held 3 Nov 1951 at Cornish Arm Hotel, 23rd St., near 8th Ave., New York, N.Y. Interested personnel should contact Jack Davner, 709 Vermont St., Brooklyn, N.Y.

• 20th Special U.S. Naval Construction Battalion: Charles A. Holland, 1257 N. 57th St., Philadelphia 31, Pa., is interested in contacting former members of this Seabec unit. A reunion of the veterans is planned for the near future, time and place to be decided.

• *uss Marcus Island* (CVE 77): The fourth reunion of officers of this ship will be held 15 Dec 1951 at the Officers' Club, National Naval Medical Center, Bethesda, Md. For information contact Charles F. Suter, 1510 H St. N.W., Washington 5, D.C.

Duty with Brother

SIR: My brother who has been in the Marine Corps for three years and just returned from a year in Korea is stationed now in the U. S. Is it possible for me to be transferred to the naval base where he is stationed? I am on duty at an overseas base and have been in the navy for six months.—J.L.H., SA, USNR.

• There are very few opportunities for brothers to be stationed together if one is in the Marine Corps and the other in the Navy. If your brother should be assigned to the Marine detachment in a ship, you could then request duty in that ship. Your chances of going to any other of his duty stations would be remote until you are eligible for shore duty and he is on duty in a naval district. You should submit a request for shore duty when you meet the eligibility requirements for your rate as set forth in para 2, Part I, BuPers Circ. Ltr. 36-50 (AS&SL, January-June 1950).—ED.

Flight Training for Reserves

SIR: According to BuPers Circ. Ltr. 205-50 (NDB, 31 Dec 1950), which outlines the requirements for HTA flight training, I meet all qualifications except one—I am not in the Regular Navy. Is it possible for a Reserve officer on active duty to transfer to the Regular Navy? My classification is 1105.

If I am not allowed to transfer to the Regular Navy what steps could I take to resign my Reserve commission and enlist as a naval aviation cadet?—E.D.G., LTJG, USNR.

• No provisions exist at present for the selection and transfer of naval officers classified 1105, USNR, into the Regular Navy. Also, there are no provisions at present for the flight training in grade of Naval Reserve officers.

However, the NavCad program was reopened to civilian candidates on 1 Aug 1951, and Naval Reserve officers who are otherwise qualified may apply for enlistment as naval aviation cadets on the same basis as civilian candidates.

Prior to enlistment, the officer concerned must submit a letter to the Chief of Naval Personnel requesting that his resignation be accepted, effective as of the date preceding his enlistment as a NavCad. A copy of this letter must be included with his application file.

Individuals in this category who are not selected for flight training or who subsequently attrite from the training program for reasons other than disciplinary will normally be reappointed in the Naval Reserve if they so request.

For further information on this subject, together with instructions on submitting an application, you should contact the nearest Navy Recruiting station, Naval Air Station (Air Reserve) or Naval Air Reserve Training Unit.—ED.

Cruisers Not Destroyers

SIR: ALL HANDS, June 1951, p. 23, shows a picture of ships. Three of them stand out prominently. You called those ships "tin cans."

I have served in destroyers for some years and I have never seen three guns to a destroyer mount. I think the ships shown are light cruisers of the *Baltimore* class.—W.E.H., RD2, USN.

• You are correct on one out of two points. They are not destroyers; they are light cruisers. However, they are light cruisers of the *Brooklyn* (CL 40) class. *Baltimore* (CA 68) and her sisters are heavies. The ordnance shown are 6"/47 triple turrets.—ED.

Pre-Flight Training for NavCads

SIR: (1) Where do NavCads attend pre-flight training?

(2) Is there any schedule for convening of classes? If so, what are the convening dates at Pensacola?

(3) What is the average length of time necessary to lapse between submission of application for NavCad training and receipt of orders to pre-flight training?—H.T.J., YN3, USN.

• Flight training classes convene every two weeks at Pensacola, Fla. All NavCads reporting to these classes undergo pre-flight instruction at the U. S. Naval Pre-Flight School, NAS, Pensacola, Fla.

Assignment to flight training of active duty enlisted applicants for the NavCad program is based on the comparison of individual qualifications and position on a priority list. Therefore, it is not possible to predict what time will be required between date of application and assignment to training.—ED.

Champions and Cans

SIR: Please answer these questions for me and some of my shipmates:

Who were the light-heavyweight champions of the Navy and Marine Corps from 1900 to 1925?

How many destroyers did the Navy have in 1915? Were the names and numbers of these destroyers changed at the outbreak of World War II?—F.C.S. YN2, USN.

• There are no officially recorded light-heavyweight (or any other weight) boxing championships of the Navy and Marine Corps from 1900 to 1925. The first official All-Navy-Marine Corps competition in boxing was held in 1947.

Before that time the "championships" were unofficial and honorary titles. There were Atlantic Fleet champions, Pacific Fleet champions and Asiatic Fleet champions. Shore bases did not participate.

There were 53 destroyers in the U. S. Navy in 1915. Their names and numbers were not changed with the outbreak of World War II.—ED.



USS BROOKLYN—CL 40, laid down in 1935 and completed in 1938, steams down Hudson.

Merchant Seaman Not a Veteran

SIR: During World War II, I served in the U. S. Maritime Service from October 1943 to June 1947. I received a discharge from the Maritime Service stating I had fulfilled my time requirements and would not be eligible for military service unless I volunteered.

I was ordered to active duty from an Organized Reserve unit on 4 Dec 1950. Will I be considered in a veteran status in regard to the planned release of Reserves from active duty?—S. R. M., CN, USNR.

• To have World War II veteran status, one must have served in a branch of the armed services during World War II. Since the Maritime Service is not considered a branch of the armed forces, you are, therefore, not a veteran.

The "Certificate of Completion of a Period of Substantially Continuous Service in the Merchant Marine," which merchant seamen received from the War Shipping Administration, was not a discharge from the armed forces. This certificate was issued by WSA for the purpose of establishing eligibility for members of the Merchant Marine for reemployment rights under Public Law 87, 78th Congress.

The notation "eligible to be relieved from any further consideration for classification into a class available for service," stamped on this certificate by WSA was evidence of the value which the War Shipping Administration placed upon the services of the individual seaman.

Local draft boards, operating under the Selective Training and Service Act of 1940, were authorized to consider this information in making their determination as to whether or not, at that time, such individual had made a sufficient contribution to the war effort to warrant his relief from further liability for service.

This Act expired on 31 March 1947 and the Selective Service Act of 1948 provides no authority for deferments or exemptions as such because of former service as merchant seamen. Therefore, the WSA certificate has no bearing on the action of local boards established under the 1948 Act.—ED.

USN-EV or USNR-EV

SIR: I enlisted in the Navy in mid-1949 on an agreement to serve one year on active duty and six months in the inactive Reserve. When I returned to active duty last February, I was told that I was entitled to an initial clothing allowance because I am a former USN-EV. I do not know what this means. Could you tell me if I am entitled to this clothing allowance?—E.O.N., AN, USNR.

• From the information you give, it appears that you are now a USNR-EV, having been given this designation immediately upon entrance into the inactive Reserve. While on active duty you were a USN-EV. The "EV" stands for enlisted volunteer, who enlisted at the age of 18 for one year's service.

Naval personnel who are classified USNR-EV are considered to have been discharged at the expiration of their USN-EV enlistment. They are entitled to an initial clothing monetary allowance upon recall to active duty if they meet the detailed qualifications contained in Para. 12-b(2), item 3, MPIM 8, BuSandA Manual.—ED.

Korean Service Medal

SIR: During the months of August, September and October 1950, I served on board *USS General John Pope* (AP 110), an MSTs transport, as a civilian storekeeper. The ship participated in invasions off Inchon and Iwon, delivering troops, arms and ammunition to invading UN forces. The ship also transported troops from Japan to Korea.

Am I entitled to wear a ribbon for the Korean area? Last November I was recalled to active duty.—D.B.K., SKGC, USNR.

• Civilians are ineligible for the Korean Service Medal. Executive Order 10179, approved 8 Nov 1950, which established the medal, and Headquarters Marine Corps and BuPers Joint Circular Letter, 20 March 1951, restrict its issue to members of the armed forces of the United States.—ED.

Machine Accounting School

SIR: I would like some information about the Navy's machine accounting school. I have satisfactorily completed courses in elementary, intermediate and advance accounting theory at Syracuse University. My GCT grade is 72; arithmetic, 68. My request for machine accounting school was disapproved on the basis that no request may be submitted for this school. I was advised that when candidates for this school are needed, they will be filled from quotas promulgated by BuPers.

What procedure does BuPers use to fill quotas for machine accountants? Are there channels through which I may submit a request for this school? Is it possible to take examination for MA3 without attending the Navy's school? What classification would this rating come under?—J.P., AN, USN.

• Only personnel with the MA rating are eligible to attend the Naval School, Machine Accounting.

A suggested way for you to strike for the MA rating, because of your educational background, would be to submit a request via your CO to the command to which you are attached for assignment to a personnel accounting unit, in order that you may receive suitable in-service training.

Most candidates for the MA ratings are selected at naval training centers on the basis of previous training and/or civilian experience. It is highly improbable that personnel with other Navy job classifications would be selected as strikers for in-service training for the MA rating.

Advancement in the MA rating will depend upon qualifications and vacancies in rate and not upon having attended the school. Therefore, it would be possible to take the examination for MA3 without attending this school.

The job classifications in machine accounting are 2700 to 2799, inclusive, Manual of Enlisted Navy Job Classifications, NavPers 15,105.—Ed.

Chevrons and Wound Stripes

SIR: I had previous service with the Army during World War I. Am I allowed to wear the gold V chevron for time served in France, or the wound stripe on the right sleeve of my Navy uniform?—S.E.S., SKGC, USN.

• Only insignia as prescribed by U.S. Navy Uniform Regulations, 1947, will be worn on uniforms by naval personnel. The wearing of army overseas service chevrons or wound stripes on the Navy uniform is not authorized.—Ed.

Retirement and Minority Cruise

SIR: Is a minority cruise the equivalent of four years' service for retirement purposes.—C.O.S., Jr., SA, USN.

• For retirement with 30 years' service, day for day service is required. However, a minority cruise is the equivalent of four years service for transfer to the Fleet Reserve. See Articles C-10320 and C-10327, BuPers Manual.—Ed.

What Color Ink? What Size Paper?

SIR: What color of ink should be used when stamping a name for signature? Is red ink acceptable or is black ink correct?

What are the correct sizes of paper for official correspondence?—A.S., YN2, USN.

• There is nothing official and binding in writing designating the color of ink to be used when stamping a name for signature. ALL HANDS suggests you use your own good taste or follow the preference of the commanding officer.

The correct size in paper for official correspondence should be 8 x 10½ inches, unless otherwise stated by the CO.—Ed.

No BAQ for Divorced Wife

SIR: I recently obtained an interlocutory decree of divorce in California. One of the stipulations contained in the decree is that I allot \$150 per month support and maintenance to my wife for a period of two years. After a probationary period of one year and a day, a final decree of divorce may be granted on application. When the final decree is issued, will I be ineligible for BAQ even though required to continue this allotment?

Would it be considered illegal, or unethical, for me or my wife to delay the application for final decree until the stipulated support and maintenance has been made for the required two years?—E.G., AOC, USN.

• Credit for basic allowance for quarters is not payable in behalf of a former wife divorced. Therefore, upon entry of a final decree of divorce, an enlisted member is not entitled to credit of basic allowance for quarters in behalf of his divorced wife, irrespective as to whether the divorce decree does or does not order him to support his divorced wife.

In reply to your question as to when the parties to an interlocutory decree must petition the court for entry of the final decree, you are advised that such a question is for the determination of one or both of the parties to the action and is not considered to be a question to be determined by the Department of the Navy.—Ed.

GCT Retest—Rating Change

SIR: The school I want to attend requires a higher GCT score than I have. Is it possible to take the GCT again?

I was a driver in the Seabees during the last war and would like to become a driver again. How can I change my rating from SN to CN?—F.W.S., SN, USN.

• Generally, it is not the policy of the Chief of Naval Personnel to authorize retests in the Navy basic test battery. These tests are aptitude tests, not achievement tests. They are designed so that in most cases there will be little variation in test scores when different forms of these tests are administered to persons who have already been tested.

All requests for retesting should be sent to the Chief of Naval Personnel, via the chain of command.

Requests for retesting in order to qualify for programs for which test score waivers are not allowed (for example, the NavCad program) are given favorable consideration if the candidate closely approaches the test score requirements.

A change in rating from SN to CN may be accomplished only upon graduation from a Construction Battalion School or through service in a construction battalion. The same rule applies to advancement from CN to CD3.

You may submit a request for assignment to a school or to a construction battalion via the chain of command.—Ed.

Removing Cap or Hat

SIR: On my last ship it was general practice for personnel on watch to remove their hats upon entering the wardroom. On my present ship personnel on watch are instructed to leave their hats on when entering the wardroom.

What is the correct practice in this instance?—J.E.F., ENS, USN.

• The U.S. Navy Uniform Regulations, 1947, (Art. 1-14 (e)) states: "Officers or men wearing side arms shall not remove their caps or other head coverings except indoors when entering the wardroom, cabin, or personal quarters. Men wearing the duty belt shall remain covered when entering the wardroom, cabin, or personal quarters."

In the revision to the Uniform Regulations, now under preparation, this has been modified to read: "An officer or enlisted man in a duty status and wearing side arms or the pistol belt, shall not remove his cap or hat indoors except when entering a space where a meal is in progress or divine services are being conducted."—Ed.

Recommendations for Promotion

SIR: Do successfully completed USAFI GED high school level tests, GED college level tests and EQTs (2CXs) have any bearing on screening candidates for appointments to warrant or LDO status?

If so, shouldn't an appropriate notation be included in the request and also on the semi-annual CPO and POI evaluation sheets?

What items of an enlisted man's service record are taken into consideration when he is recommended for the above promotions?—J.E.H., DK1, usn.

• Completion of the various GED and other tests should certainly increase an individual's opportunity for selection.

Applicants should indicate satisfactory completion of the various tests and the scores attained thereon in their applications. However, notation regarding such is not considered necessary for the semi-annual CPO and POI evaluation sheets since copies of the results of the tests are forwarded to BuPers where they are filed in the records of the individuals concerned and are available to the selection boards.

Selection boards do not divulge the reasons for selection or non-selection of any individual. However, it must be considered that all pertinent items in the service record could be used in the selections. Important among these items would be: age, service, education or educational equivalency, service schools completed, officer correspondence courses completed, evaluation sheet scores, service experience, and classification battery test scores.—Ed.

Training at Diving School

SIR: I believe I can qualify in all respects for training at a Navy diving school. Can you put me on the right

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order.

• uss Henrico (APA 45): History from 1943 to 1951 with emphasis on her Korean cruise. A pictorial type book. Limited edition, \$5 postpaid. Orders should be addressed to Armed Forces Pictorial Publications, Campus Publishing Co., 5611 11th Ave. N.E., Seattle 5, Wash.

track as to how to put in for this training?—W.R.S., END1, usnr.

• Currently there are two possibilities open to you for training in diving. Diesel enginemen (END) are eligible for enrollment in the Naval School, Salvage, Bayonne, N. J., for training leading to the designation salvage diver.

You may submit a request for this training through the appropriate chain of command, which, from your CO on, is outlined in List of Navy Schools and Courses (NavPers 15795).

You are also eligible for training as a diver second class. This training may be obtained through various activities as outlined in BuPers Circ. Ltr. 102-49 (AS&SL, January-June 1949).

As a diesel engineman you are not eligible for enrollment in the Naval School, Deep Sea Divers, Naval Gun Factory, Washington, D. C., which leads to the designation diver first class.—Ed.

No Double-time Credit

SIR: When was double-time credit given to members of the armed forces for overseas duty?—J.M.H., TSgt, usmc.

• Double-time credit was given for retirement purposes for active service in the Army and Marine Corps in Puerto Rico and Hawaii on or before 23 Apr 1904, and in Cuba and the Philippines, China, Guam, Alaska and Panama on or before 24 Aug 1912.

This credit applied to enlisted members of the Regular Navy transferred to the retired list upon completion of 30 years' service.

At present there are no provisions for credit of double-time for overseas service while on active duty.—Ed.

Duty for Combat Casualties

SIR: I understand that hospital corpsmen who served with the Marine Corps in Korea have a choice of duty after release from the Marine Corps.

I served four months in Korea with the Marines and was evacuated for frost bite. After my release from the hospital I was transferred back to sea duty.—N.G.M., HN, usn.

• Navy enlisted personnel upon completion of normal tour of duty with the Fleet Marine Force, PacFlt, are returned to the continental United States for leave and reassignment to shore duty.

Men who are returned to CLUSA as combat casualties from the FMF, PacFlt, are assigned to a hospital nearest their home of record until completion of treatment. Upon restoration to duty they are made available to the Bureau of Naval Personnel for assignment and are permitted to list two choices of duty. Assignments are made by BuPers on an individual basis on the merits of each case, but not necessarily to shore duty.—Ed.

-----Cut or tear on this line and mail to address given on blank-----

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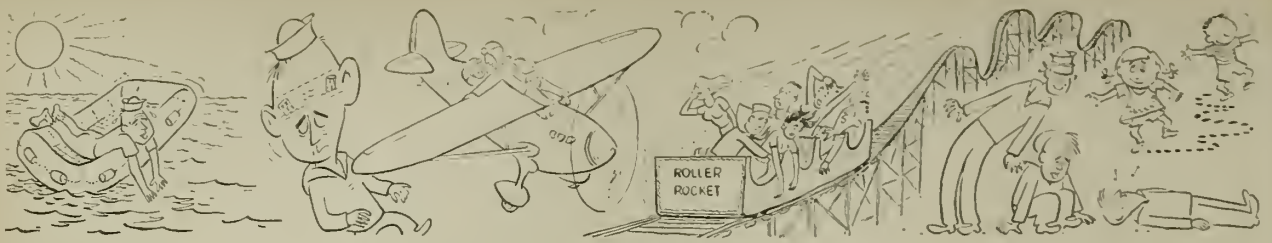
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Seasickness Isn't All in Your Mind

IF YOU EVER get seasick, don't let it give you an inferiority complex; approximately 90 per cent of all people get seasick when exposed to certain conditions.

Something is being done about it, however. If you came across our article of June 1950 (pp. 12 and 13) on that subject, you got in on some of the groundwork. Some more things have been done and some new ideas have developed since then.

A group of doctors associated with the Psychophysiology Branch of the Office of Naval Research had a conference not long ago, and 'most everything known about the subject of seasickness was brought out. Although there's a lot which isn't yet known, and although the individual can't always do something about the things which *are* known, the findings are interesting and important. Here are some of them in a nutshell:

- Seasickness isn't imaginary.
- U.S. Navy seasickness remedies used in World War II are good, and will prevent approximately 60 per cent of the seasickness or airsickness which would otherwise occur under normal conditions.
- The most promising new development is the use of certain antihistamines such as benadryl, dramamine and similar drugs. But these haven't yet proved that they're better than standard World War II remedies.
- Two-thirds of the seasickness cases aboard landing barges could be prevented if the men could stand rather than crouch.
- Seasickness is serious, despite the light regard many people have

for it when they themselves aren't sick.

These aren't all the conclusions reached by the doctors but they are some of the more striking conclusions.

To continue—

One doctor reported that 90 per cent of the major airlines now use dramamine to cut down airsickness. But he, like others, thought that it would be better if such medicine didn't take so long to act. A period of one to two hours before benefit can be derived is much too long, they agreed. Several ways to administer drugs were considered, even to letting the person inhale a puff of powdered dramamine. In some tests, dramamine was found to cause drowsiness in approximately 30 per cent of all takers. A plan is under consideration to study a combination of dramamine and a drug called dexedrine, to prevent this effect.

Seasickness gets its start in the inner ear, as many people have suspected for a long time. In experiments with dogs, removal of the portion of the cerebellum which is associated with the inner ear prevented seasickness. Other brain surgery furthermore, failed to prevent it.

Physical position has a lot to do with seasickness. As mentioned earlier, a person is less likely to get seasickness standing up than crouching. And lying down is better than sitting down. Most people who are susceptible to seasickness also find it difficult to stand motionless with the eyes closed and the feet close together, even on a level motionless

surface. They tend to sway. This goes back to the inner ear, where the balancing mechanism is.

Motion of the head also affects seasickness. Doctors, however, aren't exactly sure how or why. They are making photographs showing head movement of men during flight training. Part of the experiments consist of supporting the fliers' heads so they can't move. Experiments conducted in a swing showed that, there at least, immobilization of the head reduced sickness in many cases.

Temperature has something to do with it, too. Slightly more sickness occurred at 86° than at 65°. And sex and age. On a commercial airline, many more women and children were sick than men.

The subject of assault landings received a lot of attention. Some time ago, it was found that assault troops who are seasick on the way to the beach can still shoot as straight as anybody else. That led some people to think that seasickness among landing forces isn't important. Now high-level medical opinion has it that seasickness among assault troops is important—as the beach-stormers themselves knew all along. Some men get so sick they can't even get out of the boat. If they can get out of the boat, their morale, efficiency and endurance may be lower than it would have been if they hadn't been sick. Moreover, loss of stomach fluids is a disadvantage when dehydration must be made up from canteens or limited water supplies ashore.

They think now that where sea-



sickness would be a great disadvantage, it might be better to weed out sickness-prone people ahead of time. Better tests for doing this are one of the objectives mentioned in the conference. But while seasickness reduces the effectiveness of landing operations, and airsickness can be serious in flight crews, seasickness isn't much of a hindrance to the normal operation of big ships.

The medical scientists agree that there's a serious need for improved remedies. They are also looking for a better indication of seasickness—one which wouldn't require the subject actually to get sick. They think this would increase the supply of volunteers for seasickness experiments.

The doctors want to find out how the workings of the inner ear make a person sick, and what effect a person's vision has on the matter. They intend to study more thoroughly the motion of surface ships and submarines. They hope to establish better exchange of information between research people and operating forces.

Meanwhile, the research people wish everyone would abandon the idea that a seasick or airsick person is merely letting his imagination run away with him.

World-Wide Naval Reserve

The Navy's civilian partner, the Naval Reserve, is expanding in all directions—both at home and overseas. From the Philippines, Occupied Japan, Hawaii and Alaska to the Panama Canal Zone, Puerto Rico and as far as the occupied countries of Germany and Austria, spare-time sailors of the Volunteer Reserve are chalking up drill hours in Navy job-training.

In Manila, for example, there is a team of Naval Reserve officers and men organized voluntarily on a drill basis without pay, and in training since 1949. Each member of Volunteer Composite Unit 96-1 who finishes naval correspondence courses and training programs in his field is given opportunity to put such training to practical test. The unit recently boarded the Navy's cargo ship *uss Mark* (AKL 12) for a cruise through some of the Philippine islands for drills and demonstrations of fire fighting equipment and practice drills in damage control, abandon ship, and man overboard. The electronics members received



CUTTIN' UP time in Whidbey Island's new EM club as Dick Kieter, AD2, cuts the opening night cake. This club replaces one which closed late in 1949.

New Recreation Club Opens for Enlisted Personnel

Whid-Haven Club, the new enlisted men's recreation headquarters at NAS Whidbey Island, Wash., was opened in true Navy form — straw-covered champagne bottle was dashed against the club's entrance. The ship-type launching ceremony was performed by Mrs. Mary McMullen, wife of J. P. McMullen, AD1, who won the station-wide club-naming contest.

A grant from the BuPers Central Recreation Fund made the establishment of Whid-Haven Club possible. Management of the club is vested in three POs, a board of governors composed of one mem-

ber from each command present and an advisory council of three officers.

The new club is located in what was formerly the naval air station's main gatehouse. The main gate was moved to provide easier access to a nearby Navy housing project.

This is the second EM club to appear at this Puget Sound air station. The previous one was closed in late 1949 when the building in which it was housed had been condemned. In the meanwhile refreshment and snack bar facilities were provided at the local Navy Exchange.

instructions in both radio operating and radar work.

There are about 2,000 Volunteer Reserve units and another 2,000 Organized units now established in the huge training network of the Navy's civilian component.

In the United States more than 54,400 Volunteer Naval Reservists go to drill sessions regularly, either with volunteer or organized units without pay, but have the personal satisfaction of study and training. This volunteer force is in addition to the 146,800 Naval Reservists active in the Navy's training program to provide large numbers of trained emergency rating specialists.

U.S. Has 1,000,000th Casualty

In the 176 years of United States history, one million men have died fighting in the nation's wars. The one-millionth casualty occurred in Korea early in September.

According to Defense Department casualty summary 55, U.S. forces have suffered 82,362 casualties in Korea. Included in this total are 948 Navy men, 13,235 Marines, 67,442 Army men and 757 Air Force personnel.

The total can be further broken down as follows: 12,289 killed in action; 57,745 wounded; 12,328 missing in action.



TODAY'S NAVY



Rear Adm. Royar Named BuSandA Chief; H. R. Askins Named Assistant SecNav

Rear Admiral Murrey L. Royar, SC, USN, has been nominated Chief of the Bureau of Supplies and Accounts and Paymaster General of the Navy. He relieves Rear Admiral Charles W. Fox, SC, USN, whom the President has nominated to become Chief of the Office of Naval Material. Vice Admiral Albert G. Noble, USN, Chief of the Office of Naval Material since December 1950, is retiring after almost 35 years of naval service.

Before coming to BuSandA, Rear Admiral Royar was commanding officer of the Naval Supply Center, Oakland, Calif. He joined the Navy as an ensign in 1917, serving on convoy duty between New York and Europe during World War I. In 1943, he became a rear admiral.

Rear Admiral Fox enlisted in the

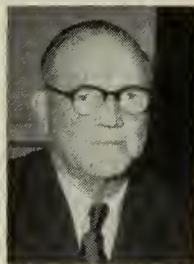
Navy at the age of 19. Six years later he was commissioned an ensign in the Supply Corps. During World War II he served aboard the carrier *Enterprise* and commanded the Naval Supply Depot, Mechanicsburg, Pa. He was also advanced to the grade of rear admiral in 1943. While serving as Chief of the Office of Naval Material, he will be advanced to three-star rank.

Vice Admiral Noble served in various capacities in the Pacific during World War II and is a former Chief of the Bureau of Ordnance.

Askins Succeeds Koehler

Herbert R. Askins has been named Assistant Secretary of the Navy. He succeeds John T. Koehler who has been appointed chairman of the Department of Defense Renegotiation Board.

Mr. Askins is a prominent Arizona business and civic leader. He founded his own auto supply firm at the age of 25 and since has been associated with a number of similar enterprises. His experience will stand him in good stead for, as Assistant SecNav, he will direct the Navy's procurement program in its business and legal aspects.



Mr. Askins

←The Navy in Pictures

GLAD HAND (top right) is given the destroyers *USS Blue* (DD 744) and *USS Frank E. Evans* (DD 754) upon the return of DesDiv 131 from Korea. Top left: Latest attack submarine, *USS Trout* (SS 566), hits the water at Groton, Conn. Lower left: This clever cake was baked to commemorate one year in the Far East for *USS Repose* (AH 16). Lower right: Two bluejackets explain a gun mount to two visiting Halifax, Nova Scotia, orphans. Right center: Recruit Company 574, fresh from winning the coveted Efficiency Pennant, poses for a memorable picture at NTC San Diego, Calif.

YESTERDAY'S NAVY



LT John Paul Jones, in flagship *Alfred* at Philadelphia on 3 Dec 1775, hoisted first flag ever unfurled on board an American ship of war. Atlantic and Pacific Fleets combined 6 Dec 1922 with title of U. S. Fleet.

DECEMBER 1951

SUN	MON	TUE	WED	THU	FRI	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					



RETRACTABLE BRIDGE and four catapults are unique features to be built into the Navy's latest carrier, USS *Forrestal* (CVB 59), shown here as artist sees it.

Ship's 45,000th Landing

A Panther jet pilot, after a combat sortie over Korea, landed on board *uss Boxer* (CV 21), and logged in the ship's 45,000th landing. This is claimed to be a record for the Navy's aircraft carriers now in action.

Strikes from carriers operating off Korea have been slashing the Communist supply routes and communications. In hundreds of sorties made almost daily, the carriers have tallied large operational scores.

An accounting of *all* operational details is not maintained of the

Navy's flattops, or any other ships. Most carriers do, however, include in their Op reports the number of take-offs, landings, and other operations information.

Boxer's accomplishment, whether a record or not for active carriers today, is an excellent one. World War II records show that *uss Saratoga* (CV 3) tallied up to V-J Day the huge score of 98,549 landings. The next best records available on ships of the CV class show that *uss Essex* (CV 9) tallied 31,015 for second place, *uss Cabot* (CVL 28) with 41,630 landings is probably the champion of CVLs. The big CVB scores, as far as available figures go, puts the *uss Coral Sea* (CVB 43) out in front with a tally of 29,337 landings in flight training. Figures have not been made available to ALL HANDS on *uss Leyte* (CV 32), *uss Princeton* (CV 37) and *uss Sicily* (CVE 118).

Marines' Anniversaries

'Way back in 1900, the U.S. Marines joined forces with the British Royal Marines during the Boxer Rebellion in China. Over 50 years and two world wars intervened before the two fighting units found themselves together again.

Now, in Korea, the Royal Marines celebrated their 287th birthday last month fighting side by side with our Marines. The U.S. Marine Corps, incidentally celebrates its 176th anniversary this month.

Jet-Powered Cargo Helicopter

A jet-powered cargo helicopter designed for short-range operations with high pay loads is now being developed for the Navy.

Six manufacturers took part in the design competition which called for a ship-based helicopter capable of transferring heavy equipment to other ships or to combat units ashore under all weather conditions. The winning design uses a single, three-bladed rotor driven by small jet engines on the blade tips.

The new helicopter will have powerful winch equipment and a retractable cargo sling.

Mediterranean Maneuvers

A four-day mock battle for the island of Malta was the high points of the most intensive operation staged in the Mediterranean this summer by Atlantic Pact nations. This operation, Exercise Beehive, included forces of the United States, Great Britain, France and Italy.

The U. S. Sixth (Mediterranean) Fleet and the British Mediterranean Fleet contributed most of the naval forces, throwing aircraft carriers, cruisers, destroyers, submarines, mine sweepers and auxiliaries into the mock battle.

France contributed naval forces and Army air squadrons from North Africa. Italian forces consisted of Sicily-based coastal units and an air squadron.

ACBSs Add Dredging to List

Seabees of Amphibious Construction Battalion Two at Little Creek, Va., have added dredging to their list of training assignments—and accomplishments.

These ACBs, in their training for landing operations, dredged a channel at the Little Creek beach which permits dry-ramp beaching of LSUs (landing ships, utility).

Of the 30 amphibious Seabee trainees engaged in this operation, not one had previous dredging experience. The channel, 80 feet wide, 100 feet long and six feet deep, was completed in five days.

Working a Navy suction dredge, the ACBs, divided into training groups of 10 men each, learned to operate it at its rated capacity of 185 cubic yards per hour. The dredge was rigged with a two-way radio, permitting communication with the battalion office during operations.

'Korea' to go on Markers

The inscription, "Korea," will now be placed on grave markers and headstones for servicemen who lose their lives in the Korean conflict or whose deaths are attributable to service in Korea.

The SecDefense directive applies to the graves of all such servicemen buried in national cemeteries. It is retroactive to include the graves of all those previously laid to rest.

National cemetery regulations prescribe that the inscription on government headstones may contain the name, date of birth and death, abbreviations of military awards held, a religious emblem and "the war in which service was rendered."

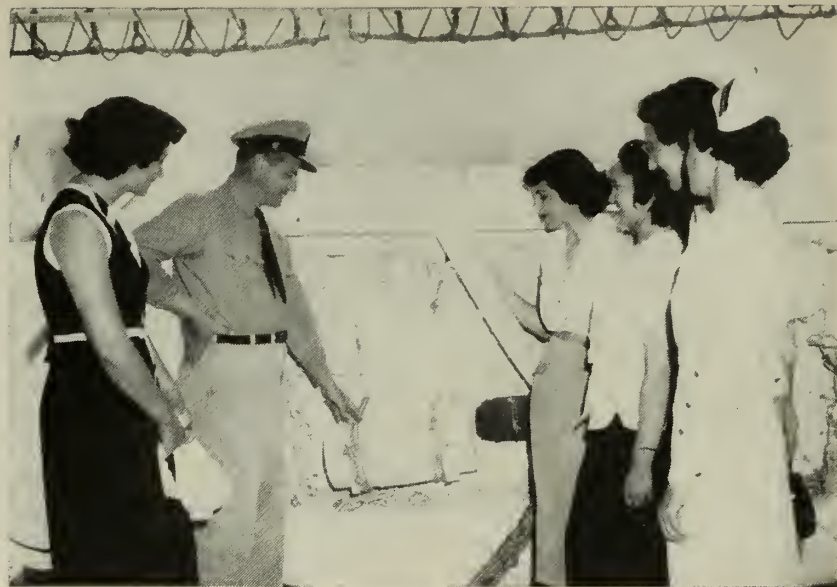
Tissue Banks

A few years ago blood banks were little more than a gleam in the eye of medical scientists. Now they're a standard item, speedily furnishing a vital life-saving substance wherever medical men may go.

A similar type of bank, the "tissue bank," is now in its infancy. This, too, holds high promise. The tissue bank has three components: bone, skin and artery deposits. Though pioneering work in tissue banks was done by civilian doctors in civilian hospitals, the Navy doctors have not only led in pioneering but continue as leaders in this field.

Center of the Navy's work is at the Naval Medical School, Bethesda, Md. Here, new processes for utilizing these components have been and are being developed. Foremost among these developments is a process in which bones are "freeze-dried" and vacuum packed. This process has overcome some of the limitations of the previous process in which bones were frozen, shipped and stored in refrigerated "freeze banks." If tests being conducted at Bethesda continue to prove successful, bones stored under the new process may be kept at room temperature, saving the expense of refrigerated units.

Presently, the life of "freeze bank" bones is about one year. It is esti-



OPEN HOUSE—In San Diego, 125 civilian nurses were invited aboard USS *Consolation* (AH 15) and got a good look—down to the last liferaft (above).

mated that bones preserved under the new process will keep for about seven years.

The new bone process works this way: a bone is quickly frozen at a temperature of 196° below zero Centigrade, then placed in a large freeze-dryer unit where all moisture is removed, while the bone remains frozen. After removal of the moisture the bone may be kept at room temperature. It is packed and stored

under a vacuum for it is so dry that it would otherwise absorb moisture from the surrounding air. Navy doctors estimate that it will be about three years before a general use of this process is realized.

In addition to their work with bone banks, advances have been made in a method of skin storage. Use of stored skin may be valuable in cases of severe burns or frostbite. Under the present method, skin can be kept for six weeks by storing it in pliofilm at icebox temperature.

Doctors at the Naval Medical school have developed a plasma salt solution, which if current experiments succeed, may allow skin to be kept for six months. Skin stored in this solution has been grafted successfully on more than 70 patients.

In cases where temporary dressings are badly needed this type of skin would be of particular medical importance. In a recent case, doctors used skin preserved under these conditions and brought quick relief of pain to a Marine with a deep, foot-long hole in his leg. The preserved skin acted as a dressing and was left on for several weeks during which time no other dressings were needed.

The third component of the tissue bank, stored arteries, may prove of even greater surgical value than bone banks. Most bone injuries require a lapse of several weeks before bone surgery, but a man with an injured artery could have an artery grafted at once.

Enlisted Pilot Flies 100 Combat Missions in Jets

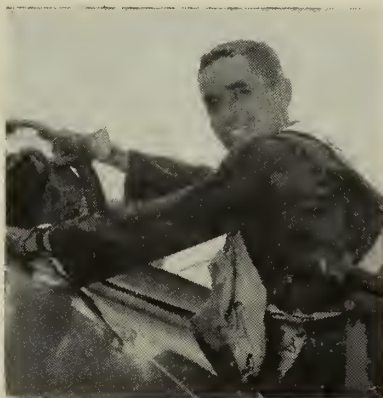
The first Marine Corps enlisted pilot to fly 100 combat missions in a jet fighter is Master Sergeant Avery C. Snow. Sergeant Snow, nicknamed "Snowball," calls Hannibal, Mo., his home town. He broke the 100-mission mark while flying with the *Panther* squadron of the 1st Marine Air Wing, in Korea.

Following a custom of Marine Corps fliers who complete 100 missions over enemy territory Sergeant Snow set them up at the Staff NCO club.

This marked the second time that the sergeant had flown 100 missions over enemy territory. The first time was during World War II when he was a captain in the Marine Corps, flying torpedo bombers in the Pacific theater.

Since his arrival in Korea, Sergeant Snow has been awarded two

Air Medals. During World War II he won the Distinguished Flying Cross twice and the Air Medal four times.



SECOND hundred combat hops are completed by MSgt Snow. The first 100 were flown in World War II.

Courses for USNR Officers

Courses at naval schools of four months' to one year's duration are now open to Reserve officers who agree to extend active service for specified periods.

Many applications have been received by BuPers from Reserve officers for such courses as explosive ordnance disposal, cargo handling, electronics materiel, CIC, and post-graduate training in communications. However, the officers concerned would have been scheduled for release from active duty shortly after completion of the course, thus preventing the naval service from receiving the benefit of the officers' training.

This problem has been solved by permitting USNR officers on active duty to attend naval schools where courses of instruction are from four months to a year, if they agree to serve one year of active duty (in addition to obligated service) for each six months of schooling.



BEST Organized Reserve surface division will take home the Forrestal trophy. The Nimitz trophy is similar.

Short courses of instruction to which Reserve officers may be ordered for training for a specific billet and not normally requested by the officer, will not require additional active duty beyond the obligated service.

The program is authorized by BuPers Circ. Ltr. 163-51 (NDB, 30 Sept 1951).

Top Naval Reserve Units

Sixty of the Navy's top Organized Naval Reserve units have been selected for their outstanding performance in naval district competition during fiscal 1951.

Of these, 24 surface and submarine divisions are now competing for honors as the national champion in their class. They were selected from among 439 surface divisions and 38 submarine divisions to represent their naval districts.

The remaining 36 outstanding units, which are not included in the national competition, were awarded letters of commendation from the commandant of the naval district in which they won top honors. These units were named as winners in naval district competitions for such Organized Naval Reserve activities as Communications Supplementary Activities Groups, Construction Battalion Companies, Submarine Repair Divisions, Ship Repair Divisions, Electronics Companies and Military Sea Transportation Service Companies.

Nation-wide inspections of the district surface and submarine division winners in all naval districts and the Potomac River Naval Command—except the Caribbean, Panama Canal Zone and Alaskan areas—will decide the winner of the James V. Forrestal trophy for the best surface division. The Fleet Admiral Chester W. Nimitz trophy will be awarded to the best submarine division.

Each naval district's winning division among the surface and submarine units, already selected in district competitions, will be inspected by a six-man Naval Reserve inspection reviewing board. The board began its inspections in August.

Competition was suspended for fiscal 1950 because of the number of Reservists ordered to active duty. The James V. Forrestal trophy is presently held by Organized Surface Division 4-5, Camden, N. J., and the Admiral Nimitz trophy by Organized Submarine Division 1-41, Providence, R. I. Both units were permitted to retain the 1949 awards when the 1950 competition was not held.

Each competing district finalist will be inspected on its regular drill night. The inspection board plans to complete all inspections by December.

Ships and Stations Help Blood Donor Campaign

More than 270,000 pints of blood per month are needed to assure each sailor, marine, soldier and airman of an adequate supply of blood plasma during fiscal year 1952. This is about seven times the number of donations logged in during the past few months.

Use of plasma and whole blood at the front has become a major factor in cutting down the mortality rate among the wounded. During World War I, eight to 11 men per 100 died after reaching the most forward surgical hospital. In World War II, the number was reduced to 4.5 and during the Korean conflict it has dropped to 2.6 men per 100.

The need for more blood—there is never a "surplus"—is still great, however, and military personnel and civilians alike are urged to "turn to" and donate blood so that the Defense Department quotas can be met.

Navy units should contact the nearest Red Cross office or field director for details on "where and when" blood may be donated. In some cases, bloodmobile crews come aboard ship and handle donors. Sometimes, the Red Cross provides transportation to and from a hospital or blood donor center. In any case, it's not difficult to make

the necessary arrangements and the donating process itself is painless.

Setting excellent examples for the Navy in this campaign are the following units:

- *uss Charr* (SS 328), whose crew from the CO on down, contributed 100 per cent during two bi-weekly blood drawings at Mare Island Naval Shipyard, Vallejo, Calif.

- *uss Philippine Sea* (CV 47) donated 1,138 pints of blood during a nine hour session last August.

- *uss Princeton* (CV 37) established two new "blood day" records at the U. S. Naval Hospital, Yokosuka, Japan, when over 300 blood donors contributed the vital fluid.

- *uss Renshaw* (DDE 499) joined the list of "first rate" donors when over 65 per cent of its crew donated 171 pints of blood.

- Naval Ordnance Laboratory, White Oaks, Md., exceeded its quota by 44 per cent when 216 pints were donated in one day. Last spring its quota was exceeded by 40 per cent.

With these outstanding records to shoot at, it's time to roll up your sleeve.

Atomic Age Associations

Participants of Operations Crossroads and the Order of the Mushroom proclaim a new era as members of two associations which follow in the footsteps of older orders such as the Ancient Order of the Deep, the Order of the Golden Dragon, the Blue Noses and Short Snorters.

The brotherhoods of atomic age, beginning with the Bikini bomb tests, have their own exacting requirements for membership qualification. Operations Crossroads, known as Joint Army-Navy Task Force One, awarded a special certificate for all personnel participating in the atomic bomb experiments. Each member of the Bikini operation has his pocket card signed by Vice Admiral W. H. P. Blandy, USN, then the commander of the joint task force and now retired, and by the commanding officer of the individual's own ship or unit.

The card certifies that the member was a participant in Operations Crossroads on the date of the atomic explosion, 1 July 1946. It entitles the holder to swap yarns with others who were at Bikini as members of Joint Army-Navy Task Force One.

Order of the Mushroom is the second atomic-age association of military men and scientists who observed tests at Eniwetok, as part of Joint Task Force Three, under Lt. General Elwood R. Quesada, USAF, then

Chief Musician Entertained Notables of Europe

With his discharge papers in hand—and to the tune of a bos'n's pipe—Chief Musician Herman E. Blankenship, USN, was “piped over the side”, winding up his naval career with more than 30 years' service.



The “side” was the flight of steps outside the CO's office at NAS Norfolk, Va. As he walked down, receiving the salutes of eight leading chiefs acting as side boys, the color guard dipped their flags, then ComAirLant's band struck up “Auld Lang Syne” for the one-time bandmaster.

This music must have taken Blankenship back to his early Navy

days. One of his first big musical events was playing at the 1924 Olympic games at Paris. Later he played and conducted for many of the crowned heads of Europe, including King George VI of England. In 1928, he was once again in Paris, playing at the ceremonies commemorating the signing of the Kellogg-Briand Peace Treaty.

A few years ago the chief was in Saudi Arabia leading CinCNELM's band during a good-will tour. After the band played a command performance for the Crown Prince, it was presented with 15 sheep.

During 1943-45, Blankenship was in charge of the naval training station band which played concerts in the city park. For this service he was presented a gold baton by the city of Norfolk in appreciation of his musical donations.

commander and now retired.

The certificate is decorated with appropriate symbols, which include a Geiger counter, filter mask, and a discarded beer can, and it shows the familiar mushroom cloud that characterizes the bomb burst rising above the atoll.

Claimants to membership in Operations Crossroads and the Order of the Mushroom call themselves the “most elite groups of travelers on

earth.” Membership is closed, for the operations are completed.

135 Miles Up at 4,000 mph

Travelling straight up to an altitude of 135 miles, at the rate of better than 4,000 miles per hour, is the record of the Navy's latest upper atmosphere research rocket experiment. This record has been achieved in one of a series of 10 rocket tests which are now being carried on for the purpose of gaining more information about the air 100 miles up and higher.

The “Viking 7” — a single stage rocket — climbed 21 miles higher than the old altitude mark attained 17 Dec 1946 by a rebuilt German V-2, also fired at the White Sands, N.M., experimental station by the Naval Research Laboratory of the Office of Naval Research.

The purpose of the rocket flights is to make a study of atmospheric conditions in the upper stratosphere. Electronic equipment, especially designed for the tests, is carried on board the missile to record scientific data for study. At the same time, flight of the rocket is closely watched on radar.

Navy scientists say that at the speed at which the Viking 7 traveled, the moon could be reached in just over three-days time.



BATTLE-SCARRED veteran of Korea, USS Walke (DD 723) ties up at a San Diego pier alongside USS Stickell (DD 888), which acted as her escort.

Coast Guard Exams

On 18-19 Feb 1952, the annual nation-wide competitive examination for appointments to cadetship in the U. S. Coast Guard will be conducted. Qualified enlisted men in the Navy or Naval Reserve are eligible to compete.

Coast Guard cadets attend the U. S. Coast Guard Academy at New London, Conn. The Academy is a fully accredited educational institution operating under scholastic and military standards similar to those of the U. S. Naval and U. S. Military Academies. It is intended for the professional training of young men who are candidates for commissions and careers in the Coast Guard. Successful completion of the four-year course, which is basically scientific in character, leads to a bachelor of science degree in engineering and a commission in the Regular Coast Guard.

Appointments to cadetship are based on the standing of a candidate on the eligibility list of those who successfully pass the examination in all subjects. Only those candidates standing highest on the list are assured of appointment.

The number of appointments is determined solely by the needs of the Service.

Each candidate must meet the following basic qualifications to qualify for nomination:

- Be not less than 17 years of age



SMALL FRY of Yokosuka, Japan, make a heartwarming picture as they gather to hear a story read by Warren Miller, YNI, at a Navy-sponsored party.

nor more than 22 years of age on 1 July 1952.

- Be at least a high school graduate.

- Be unmarried.

• Have the following credits, either in high school or college: Algebra—2; plane geometry—1; English—3; physics—1; other optional credits—8.

- Be at least five feet, six inches in height, have vision of 20/20 uncorrected in each eye and otherwise in excellent physical condition.

Descriptive literature concerning

the Academy and application forms will be forwarded upon individual requests sent direct to the Commandant (PTP), U. S. Coast Guard, Washington 25, D. C.

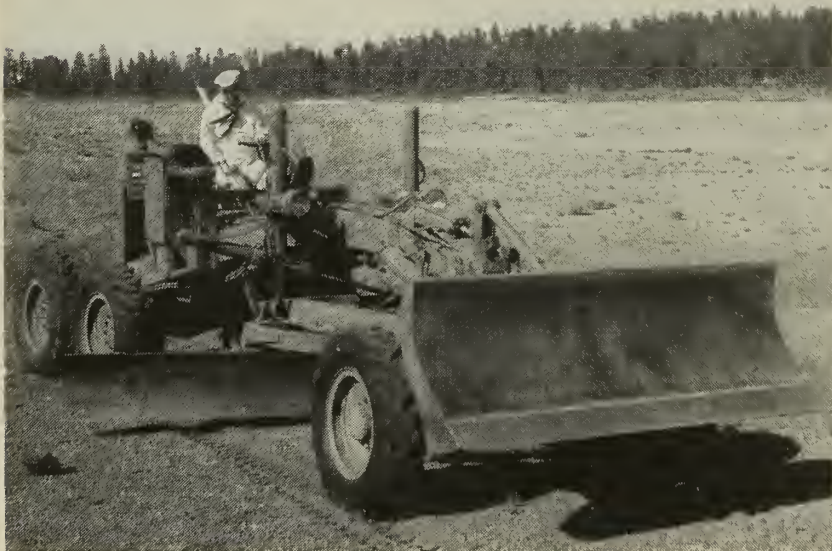
After applications and supporting papers are completed and submitted, applicants will be notified through their COs of their acceptance or rejection as candidates for appointment. *Completed applications must be postmarked not later than 15 Jan 1952.*

This information is the subject of BuPers Circ. Ltr. 152-51 (NDB 15 Sept 1951) which also gives information about examination dates and locations.

The examination dates are restricted to 18-19 Feb 1952 and will be given only in the continental limits of the U. S.; Ketchikan, Alaska; Honolulu, T.H., and San Juan P.R. Only those enlisted men will be eligible who are assigned to units in the above areas during the time required to take the examination. COs, however, are authorized to grant requests for leave so that the examination may be taken. In order to be eligible, candidates must be nominated by the Commandant, U.S. Coast Guard.

No waivers of any requirements will be granted.

Enlisted men of the Navy who are successful in obtaining an appointment to the Coast Guard Academy may be discharged from the Navy in order to accept the appointment.



NEW POWER GRADER developed for the Seabees has six-wheel drive, weighs less than commercial types and can out-perform anything in its class.

Navy a Healthy Outfit

Despite the advent of the Korean conflict, the Navy was just about as healthy in 1950 as it was in the record-breaking year 1949. Statistically speaking, only nine more men per 10,000 in the Navy and Marine Corps were included on the sick list during 1950 than in the preceding year.

In general, excluding combat casualty figures, the statistics for both years are quite similar. The average number of sick days per person in the naval service was 6.8 for both years. The reduction in communicable diseases and related conditions continued in 1950, dropping 10 per cent. The death rate, which had been decreasing steadily since 1943 increased from 18 per 10,000 in 1949 to 21.5 per 10,000—about the same level as in 1945.

During the first six months of 1951 the rate of admissions to the sick list has increased. It rose to 5,630 per 10,000 in February, the highest rate for any one month since March 1947 and 71 per cent above the same month in 1950.

Battle casualties have, of course, influenced the current increase but a more important factor is the expanded naval population brought about by the stepped-up mobilization program. Upper respiratory infections in the U.S. accounted for almost three-fourths of the increase over 1950.



FOR THE BIRDS—Five sailors from ships of the Atlantic Fleet have a bit of fun with a flock of pigeons in the Public Gardens of Halifax, Nova Scotia.

One Little Flag; Four Big Wars

A small silk American flag which has seen service in four wars arrived along with two Korea-bound Marine recruits when they entered boot camp. Privates Rockne and Charles Foscalina of Oakland, Calif., are the present possessors of the flag which has been in the family for 90 years.

Their great-grandfather on their mother's side first took the little flag off to the wars as a member of the First Wisconsin Volunteers in the

Civil War.

His son carried it in 1898 while in action during the Spanish American War. Their father carried it during the Mexican Border Expedition of 1916. Shortly after this, he carried it to France where he went through the Argonne, Chateau Thierry and the Marne.

Up to this time the little flag had been carried by Army men. In World War II it went with a Navy man, the boys' cousin. He took it through five engagements in the South Pacific.

Tiny Automobile Illustrates the Potentialities of Naval Electronics

A tiny automobile, blue and yellow and highly streamlined, moved slowly through the traffic in Arlington, Va. At an intersection it stopped and waited for a surprised traffic policeman to allow it to continue.

When he motioned it to proceed he noticed there was no driver. Before he could investigate, the car moved away.

Farther along a motorcycle cop motioned the pint-size car to the curb. "How fast do you think you're going there, Bud?"

"About 10 miles an hour," came the answer from the car.

"You got a driver's license?" said the cop as he stooped to get a closer look.

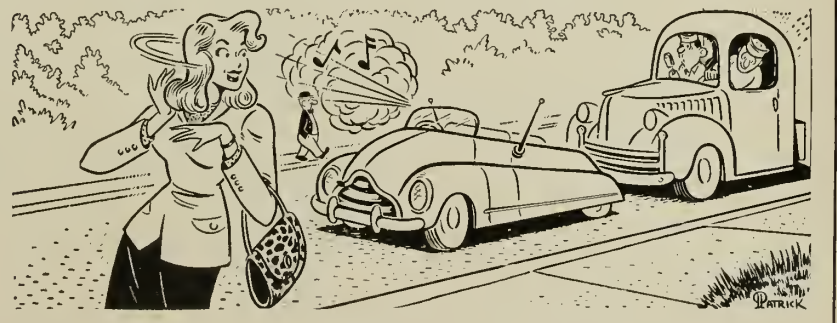
"I sure have, but you'll have to ask that guy in the truck behind

me to show it to you. There isn't room for me to carry it here. In fact there isn't room for me, so I'm in the truck, too."

All this was captured by television cameras for use later in television broadcasts. This car, ordered by BuShips, was designed and built at the Naval Gun Factory, Washington, D. C., for use in Navy

exhibits to illustrate the scope and potentialities of naval electronics.

Complete even to knee action springing on the front wheels, worm gear steering and a differential, the car is remote-controlled by a radio frequency multi-tone carrier system. Braking is achieved by reversing the motor. An added feature is the operator-car talking system.





RIDE 'EM COWBOY—Alaska's first full scale rodeo held at NavSta Kodiak had all the western trimmings. Dick Mallory, AN, gets a rough ride on a wild cow.

Top-Of-The-World Baseball

The world's most northerly athletic competition—the Baseball Championship of the North Pole—was won this year by the Eskimos, a team composed of members of an Alaskan National Guard unit at Barrow Village.

The Eskimos clinched the icicle league title for the first time in the four-year history of the top-of-the-world contest by edging Navy's Barex-51 team, 4-3.

Marines Win Semi-Pro Honors

Camp Lejeune's All-Marine baseballers, the nation's top Leatherneck diamonders of the 1951 season, were voted "the most popular team" of the more than half a hundred competitors in this fall's National Baseball Congress tourney at Wichita, Kans.

In final team standing, the Lejeuners shared a three-way tie for fourth place with the Fort Campbell (Ky.) 11th Airborne Division entry, and the Fort Wayne (Ind.) Capeharts, national champions for the preceding four years.

In addition to gaining popularity laurels, the North Carolina-based Marines had their John "Bo" Dempsey named to the All-American semi-pro roster for his outstanding performance as a rightfielder, and the Leathernecks shortstop Don Server, catcher Andy Anderson, and outfielder Harry Agganis were se-

lected as second-squad all-tourney players.

During the current season, the East Coast champion Lejeune club won the first All-Corps trophy in Marine baseball competition by downing Camp Pendleton, West Coast titlists, with three straight wins.

The only other Marine representative to compete in the NBC semi-pro finals at Wichita was the team of Fleet Marine Force, Pacific (FMF 9), champions of the Hawaiian Inter-Service League.



MEMPHIS CHAMPS—Rifleman Ralph Edwards, AMC, one of Navy's top medalists sparks skeet team. Pistoleer Ken Klopff, AT1, won ribbons this year.

Navy and 1952 Olympics

Navy and Marine Corps athletes are eligible to qualify for participation in the 1952 Olympics. The VI Olympic Winter Games will be conducted at Oslo, Norway, 14-25 February, and the XV Olympiad at Helsinki, Finland, 19 July-3 August.

Selection of personnel to compete in qualification trials for berths on the U. S. Olympic Team is being made by the Navy Olympic Committee, consisting of three Navy officers and one Marine Corps officer who also are arranging for the special training of successful candidates in preparation for their entry in final trials.

To be considered eligible for competition in the Olympic trials, an individual must—

- Be a member of the Navy, Marine Corps, or Reservist of either service on active duty not for training only.

- Be found in excellent physical condition by a medical officer examination.

- Be a bona fide amateur under the following conditions:

- (1) Must not be, or knowingly have become, a professional in any sport.

- (2) Must not have received reimbursement or compensation for loss of salary.

- (3) Must not have been a teacher receiving remuneration for instruction in physical education or sport.

- (4) Finally, each athlete must



sign the following declaration: "I, the undersigned, declare on my honor that I am an amateur according to the Olympic rules of amateurism and that I fulfill the conditions required by the Olympic rules."

In the boxing category, selection of athletes of Olympic caliber will be determined upon the results of an All-Navy championship competition. As no other All-Navy contests are anticipated in connection with the Olympics, selection in sports other than boxing will be based upon known athletic ability as demonstrated in recent national participation, or upon certified information of ability and past performance as contained in applications submitted by personnel who consider themselves eligible for qualification.

Winners and warranted place winners of an All-Armed-Forces Track and Field Championship will be entered directly in the final Olympic track and field tryouts under modification of National Olympic Track and Field Committee regulations.

Olympic competition includes boxing, wrestling, fencing, rowing, skiing, rifle and pistol shooting, swimming, weight lifting, and equestrian, gymnastic, modern pentathlon, and track and field events.

Complete information pertaining to Navy and Marine Corps participation in the 1952 Olympics is contained in BuPers Circ. Ltr. 154-51 (NDB, 15 Sept 1951).

Inter-Service Contests

Individual and team golf and tennis honors in this years Chicago Area Inter-Service Athletic Conference tournaments were annexed by NTC Great Lakes athletes.

Robert C. Riggs, QMQ3, USNR, was named conference medalist with a 72-hole total of 294. Taking to the NAS Glenview links with Riggs to claim the conference team title with a low score of 1287, were LTJG Howard Webb, USNR; Tom Lawlor, YNC, USNR; Jack Bartels, HM3, USNR; William Jones, DT3, USN; and Lawrence Leininger, SA, USN.

In the tennis playoffs, conducted at Chanute Air Force Base, the conference singles winner was Roger Little, ET3, USNR, former University of Illinois star. Little doubled with LTJG Robert Bowen, USNR, ex-Ohio State University netman, to capture the team title.

SIDELINE STRATEGY

Though it might upset the nothing - new - under - the - sunners, it is a fact that FAIR-BETUPac at NAS San Diego included an official acey-ducey tournament in its summer sports schedule, and over in Korea Marines have been enthusiastically conducting frog-racing contests.

* * *

Among the various Navy hurlers to toss no-hit, no-run baseball meetings this year were Dave Ball of *uss Sablefish* at Sub Base, New London, and Leo Pich of NAS, San Diego.

* * *

Many an old signal book was dusted off by quartermasters sailing into New London, Conn., for the first time the past summer when they spotted a strange pennant flying above that port's naval base. It all had to do with the Atlantic submarine softball tourney. To inform homeward-bound craft that weather conditions would permit the playing of scheduled games, a yellow flag carrying crossed bats and a softball insignie would be hoisted high above the diamonds.

* * *

This tale, an eloquent example of "doing it the hard way," warrants repetition because of its uniqueness. While flying a helicopter over MCAS Santa Ana, Calif., the crew spotted a wild animal scurrying along the runway below

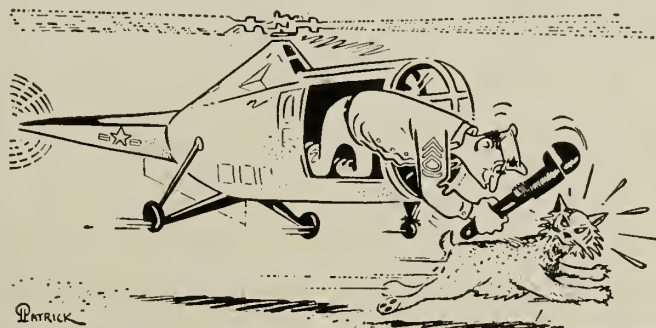
them. As the 'copter was maneuvered into a position just inches off the ground, the crew chief, TSgt Edward M. Larson, usmc, leaned far out of the plane, let go with a wrench, and socked dead a 20-pound wildcat.

* * *

Like hundreds of other newspapers, the "Hoist" of NTC San Diego has been offering its readers an opportunity to win various prizes by correctly predicting the outcome of the nation's football games. Quite appropriately, the paper's first pigskin contest was won by a Hogg — George B. Hogg, HN, usn.

* * *

"Nothing but catfish—all the time, catfish!" Thus complained MSgt John Wurtele, usmc, an ardent angler of MCAS Cherry Point, N. C. He had caught plenty of fish from the local rivers and creeks, but always they were sluggish specimens of the "cat" family. Deciding that he should go after something more worthy of the endeavors of a true rod and reel sportsman, Sergeant Wurtele rented himself a sturdy rowboat, propelled it far to sea, and dropped his line into the mysterious deep of the broad Atlantic. Suddenly there was a lunging strike. Wurtele reeled in as furiously as his prey would permit, and cranked to the surface a thrashing 20-inch catfish. — Ernest J. Jeffery, JOC, usn.



THE BULLETIN BOARD

LDO Program Is Now in Its Fifth Year; Deadline Dates Listed for 1952 Increment

The Navy's limited duty officer program, now in its fifth year, will continue in effect. This program gives the Navy's most outstanding career enlisted men an opportunity for advancement to commissioned status. It also gives personnel in warrant or commissioned warrant status an opportunity for advancement to commissioned ranks above CWO.

Latest information on this program is contained in BuPers Circ. Ltr. 140-51 (NDB, 31 Aug 1951).

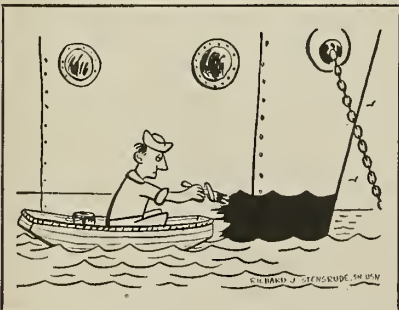
Provisions of the 1951 increment of this program (BuPers Circ. Ltr. 62-50 (NDB, Jan-June 1950) were covered in ALL HANDS, September, 1950, and will apply to the 1952 increment.

Except under certain conditions, the schedule of deadline dates given in paragraph four of the 1950 BuPers Circ. Ltr. is still applicable.

Listed below are the correct revised deadline dates. When a new date falls on a weekend or holiday, the next weekday is the deadline.

- Preliminary application—2 July 1951. By this date the applicant will submit in writing to his CO a request to be considered as a prospective applicant in a particular classification for appointment as an ensign designated for limited duty.

- CO's report on prospective applicants—4 Sept 1951. By this date the CO will submit to BuPers the name, rate, service number and classification for which application is made of all prospective applicants within his command.



USNR Officers Urged to Complete Questionnaire

Many Naval Reserve officers have not yet completed and returned their Annual Qualification Questionnaire (NavPers 319), mailed to them by the commandants of their naval districts.

Officers are urged to complete this form at once, inasmuch as active duty assignments—in the event of mobilization—will be determined in part by the information submitted on this form. It is to each officer's advantage, therefore, to keep the Navy informed of his current qualifications.

- CO's observation report—3 Dec 1951. Before or on this date the prospective applicant must submit his formal application, including loyalty certificate, to his CO, in the prescribed form.

- Written examination—11 Dec 1951. On this date a written examination will be given throughout the service to all LDO applicants.

- Forwarding of papers by CO—17 Dec 1951. Before or on this date COs will assemble all applicable papers and forward them to BuPers for use of the selection board.

Reservist LTJGs and LTs On Active Duty Promoted

Certain Naval Reserve officers on active duty have been promoted to the grades of lieutenant and lieutenant commander as a result of selection boards convening on 10 July and 31 July.

Lieutenants (junior grade) with date of rank of 6 June 1948 or earlier were considered for promotion to the grade of lieutenant. Lieutenants with date of rank 12 Apr 1945 or earlier were considered for promotion to lieutenant commander.

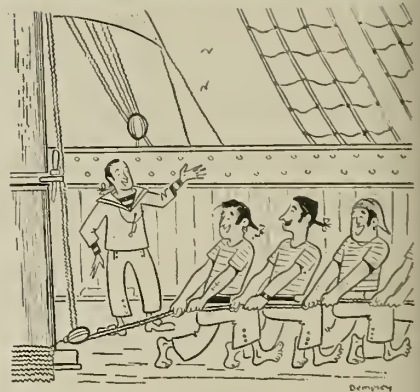
The 1,899 promotions, in both the line and staff corps, are announced by BuPers Circ. Ltrs. 146-51 (NDB, 31 Aug 1951) and 158-51 (NDB, 15 Sept 1951). In effecting the promotions, COs will comply with BuPers Circ. Ltr. 108-51 (NDB, 15 July 1951).

Submarine Course Is Open To Junior Officers, USN And USNR on Active Duty

Qualified junior officers, both usn and usnr serving on active duty, may apply for a six-month course in submarine training at the Submarine School, New London, Conn. This course will open during the first week in July 1952.

Applications are desired from officers in the grade of lieutenant (jg) whose date of rank is on or after 1 July 1950, and from ensigns whose date of rank is prior to 1 Mar 1951. In addition, candidates must have completed at least one year of active

SONGS OF THE SEA



So Handy

Oh, up aloft this yard must go,
So handy, my bays, so handy!
Oh, up aloft fram down below,
So handy, my boys, so handy!

We'll hoist it high before we go,
And when it's up we'll leave it so.

Oh, sing and haul and haul and sing;
Right up aloft this yard we'll bring.

Stretch her leach and show her clew,
A few mare pulls ta bring her through.

I thought I heard the first mate say,
"Give one more pull and then belay."

—Old Sea Chantey.

duty commissioned service as of 1 July 1952.

The applications should be submitted to the Chief of Naval Personnel (Attn: Pers B-1117). They should reach the Bureau not later than 1 Mar 1952. Dispatch may be used if application by letter cannot reach the Bureau in time. Included in or accompanying the applications should be:

- Statement by the candidate's CO as to whether the applicant is qualified to stand OOD watches underway.

- Certificate of a medical officer stating that the candidate is physically qualified for submarines under existing BuMed standards (*Manual of the Medical Department*, 1945, par. 21133).

- Signed statement not to resign during the course and to serve one year in the naval service on active duty following the successful completion of submarine training.

The above information is the subject of BuPers Circ. Ltr. 166-51 (NDB, 30 Sept 1951). This letter adds that there are a limited number of quarters available for married officer students. Upon receipt of their orders, married officers should request assignment to quarters from the Commanding Officer, Submarine base, New London, Conn.

Tours of USNR Officers With Operating Forces

New policies concerning USNR officers on continuous active duty assigned to billets in connection with Naval Reserve drill, training and instruction, have been established by CNO.

To provide periodic refresher training and to insure that these officers are kept abreast of naval development in the operating forces, exchange of assignments between billets in the USNR training program and operating force billets is now authorized.

Generally, tours of duty by these USNR officers in the operating forces will be of the same duration as a normal sea cruise. Tours of duty in USNR training program billets will be of the same duration as a normal tour of shore duty.

A normal tour of duty of USNR officers with the Reserve training

The Albatross Superstition

When gales race over the seas and sailors huddle between decks, the great wandering albatross "shortens sail" and rides high and free in the heavens.

The albatross, largest sea bird and one of the most remarkable of the feathered species, has held a strange spell over sailors since earliest maritime history. It has long been believed that this bird, which will follow a ship for days on end on seemingly tireless and motionless wings, possesses unnatural power. And because of their sociability and since they are welcome to the lonely sailor as the only visible inhabitants of the great wastes of the southern oceans, they are regarded with such warm affection that few mariners are so bold as to harm one of them.

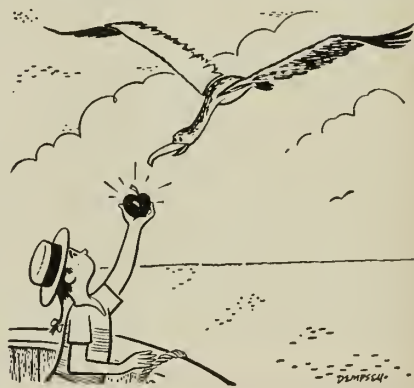
The bird is the center of many sailors' superstitions, the best known being that an albatross following a ship brings good luck, and that to kill such a bird would bring evil and foretell of most serious misfortune. Reluctance to kill albatrosses also stems from an old superstition that souls of departed sailors exist in them.

It was about this superstition that the English poet Samuel Taylor Coleridge (1772-1834) constructed his "Rime of the Ancient Mariner," which afforded considerable publicity to the albatross.

Found in southern seas and the entire Pacific, but not in the North Atlantic, the albatross can be seen at great distances from land. They will soar over a ship for days without appearing ever to rest (at least one albatross was known to have flown for 3,000 miles) though they have

the power to settle upon and rise from the water at will. Feeding on refuse dumped overboard from a vessel, the albatross can sit down to dine, floating like a cork. It can skim the surfaces of the water, then suddenly soar so high it is out of sight. When taking advantage of a favorable wind, the bird, extremely powerful and swift in flight, can attain a speed exceeding 100 miles per hour.

The secret of the albatross' accomplishment of soaring for hours without any apparent body motion, lies in its tremendous wingspread, wider than that of any other extant bird. Seldom exceeding 18 pounds in total weight, the relatively short-bodied bird has a wing span up to 14 feet, although width of the wing seldom is more than nine inches. The bird takes advantage of minor air currents through imperceptible movements of different parts of the body.



program need not be followed by a tour of duty in the operating forces. When appropriate and desirable, USNR officers may be rotated between billets within the Reserve program for tours of normal duration.

Further details may be found in BuPers Circ. Ltr. 161-51 (NDB, 30 Sept 1951).

New Class A Gunner's Mates School at NTC Bainbridge

A gunner's mates school Class "A" will be established at NTC Bainbridge, Md., with the first class tentatively scheduled to begin in January 1952.

Admission requirements call for a minimum score of 50 in MAT or

MECH. MAT (mechanical aptitude test) measures the potential ability of the man for work of a mechanical nature. MECH measures ability for work of a mechanical nature and indicates the extent of a man's familiarity with mechanical and/or electrical tools, principles, and operations. The MECH test, which has been incorporated in the Recruit Basic Test Battery since 1946, combines the MAT, MK MECH, and MK ELEC tests into one.

When the quotas to be allotted to the Atlantic and Pacific Fleets are announced, qualified men, may submit requests via the chain of command to ComServPac or ComServLant, whichever applies, for assignment to U.S. Naval School, Gunner's Mates.

Here's Schedule for Release of Marine Corps Officer and Enlisted Reservists

The Marine Corps has announced its schedule for the release of officer and enlisted Reservists who were ordered to active duty prior to 30 June 1951.

Unless there is a major change in the current military situation, qualified enlisted Marine Reservists will be released by June 1952. The program for release of Marine Reserve officers is expected to be completed by March 1953.

Priorities for all enlisted Marine

Reservists are listed below; the accompanying chart shows release date.

- Priority One—Volunteer Reservists who served a year or more on active duty between 7 Dec 1941 and 2 Sept 1945; those who served on active duty for 90 days or more between 7 Dec 1941 and 2 Sept 1945; those on active duty for a year or more between 16 Sept 1940 and 24 June 1948; those who served on active duty three years or more prior to 1 July 1951; and those 26 years of

age or older prior to 1 July 1951.

- Priority Two—Reservists not in priority one but who were members of the Reserve prior to 17 Aug 1950.

- Priority Three—Those with no prior service, who enlisted in the Reserve after 16 Aug 1950 for immediate assignment to active duty.

Priorities for release of USMC officers are as follows:

- Priority One—Volunteer Reserve officers, other than second lieutenants, who served for a year or more between 7 Dec 1941 and 2 Sept 1945.

- Priority Two—Officers, except second lieutenants and those in the preceding priority, who served for 90 days or more on active duty between 7 Dec 1941 and 2 Sept 1945; or for 12 months or more between 16 Sept 1940 and 24 June 1948; or for three years or more before 1 July 1951.

- Priority Three—Volunteer Reserve second lieutenants who served on active duty for a year or more between 7 Dec 1941 and 2 Sept 1945. These officers will be released upon completion of 17 months of their current tours.

- Priority Four—includes all other Reserve officers. These officers will be released upon completion of 21 months of extended active duty.

Because of the shortage of second lieutenants, they are being retained somewhat longer than other officers. If a second lieutenant is promoted before his planned release date he will be assigned to the appropriate priority for release. Non-veteran officers who have not completed their training will also be retained somewhat longer so that their training can be completed.

Deep Sea Diving Course Open To USN Warrant Officers

A six-month course at the Deep Sea Diving School, Naval Gun Factory, Washington, D. C., is open to USN warrant officers in the grades of gunner (7230) and boatswain, according to BuPers Circ. Ltr. 132-51 (NDB, 15 Aug 1951).

The first deep sea diving class for warrant officers convened 1 October.

RELEASE OF ENLISTED MARINE RESERVISTS UNDER CURRENT USMC PLAN

Month Assigned Extended Active Duty	Month of Release		
	Priority 1	Priority 2	Priority 3
July 1950	June 1951	Jan 1952	May 1952
Aug 1950	July-Aug 1951	Feb-Mar 1952	May 1952
Sept 1950	Aug-Oct 1951	Mar-Apr 1952	May 1952
Oct 1950	Oct-Dec 1951	Apr 1952	May 1952
Nov 1950	Dec 1951	Apr-May 1952	May 1952
Dec 1950	Dec 1951-Jan 1952	May 1952	May 1952
Jan 1951	Jan 1952	May 1952	May-June 1952
Feb 1951	Feb 1952	May 1952	June 1952
Mar 1951	Mar 1952	May 1952	June 1952
Apr 1951	Apr 1952	May 1952	June 1952
May 1951	May 1952	May 1952	June 1952
June 1951	June 1952	June 1952	June 1952

RELEASE OF MARINE RESERVE OFFICERS UNDER CURRENT USMC PLAN

Month Assigned Extended Active Duty	Month of Release			
	Priority 1	Priority 2	Priority 3	Priority 4
July 1950	July-Dec 1951	July-Dec 1951	Dec 1951	Apr 1952
Aug 1950	Jan 1952	Jan-Mar 1952	Jan 1952	May 1952
Sept 1950	Feb 1952	Mar-Apr 1952	Feb 1952	June 1952
Oct 1950	Mar 1952	Apr 1952	Mar 1952	July 1952
Nov 1950	Apr 1952	Apr 1952	Apr 1952	Aug 1952
Dec 1950	Apr 1952	Apr 1952	May 1952	Sept 1952
Jan 1951	May 1952	May 1952	June 1952	Oct 1952
Feb 1951	May 1952	May 1952	July 1952	Nov 1952
Mar 1951	June 1952	June 1952	Aug 1952	Dec 1952
Apr 1951	June 1952	June 1952	Sept 1952	Jan 1953
May 1951	June 1952	June 1952	Oct 1952	Feb 1953
June 1951	June 1952	June 1952	Nov 1952	Mar 1953

1,561 More POIs Advanced To CPO; On Waiting List Since Last Examinations

A second group of 1,561 enlisted candidates who passed the Navy-wide examinations conducted 13 Feb 1951, are to be advanced to CPO. They had been placed on a waiting list at the time 1,800 new CPOs were approved earlier this year (ALL HANDS, July 1951, p. 41).

Commanding officers are authorized by BuPers Circ. Ltr. 155-51 (NDB, 15 Sept 1951) to advance the men listed in that directive provided they are in all respects qualified and eligible. Such advancements must be effected sometime between 16 Oct and 16 Dec 1951.

No advancements are authorized for 17 of the existing ratings as advancements of all qualified candidates in such ratings were previously authorized.

The new chief petty officers are subject to the provisions of BuPers Circ. Ltr. 181-50 (NDB, 15 Nov. 1950), which specifies that their advancements will be *acting appointments, temporary*. However, this circular letter also provides that advancements may be made of a permanent nature when vacancies and needs of the service permit.

Approximately 7,200 POIs passed the February examinations. There remain about 3,840 of the February candidates who made passing grades in the exams, but whose advancements have not been authorized. They have not been advanced due to budgetary and pay grade structure limitations. This remaining group will be required to compete again in the service-wide competitive examinations scheduled for 29 Jan 1952.

In the list of names announced by the circular letter, Naval Reservists are indicated by the letter "R" after their serial number. They will be advanced temporarily to acting appointments in the appropriate emergency service rating in which they are serving.

Here are the number of men advanced, under the latest authority, in each rating: ABC, 18; ACC, 14; ADC, 66; AEC, 45; AFC, 14; AKC, 11; ALC, 40; AMC, 16; AOC, 15; ATC, 98; BMC, 161; BTC, 17; CMC, 3; CSC, 30; DCC, 39; DKC,

WHAT'S IN A NAME

Buccaneers

In the early 16th century, when the Spaniards in the West Indies were causing all manner of interference with ships of other nations trading there, they did so on the plea that the New World, as they called it, belonged exclusively to Spain by right of discovery.

The English, French and Dutch, in reprisal, fitted out privateers manned by crews destined to become the celebrated bands of piratical adventurers known as buccaneers.

For nearly two centuries, ceaseless war against Spanish shipping and indiscriminate piracy of vessels of all nations were waged by these freebooters who eventually established their headquarters on the Spanish possession of Hispaniola where immense herds of wild cattle and swine provided excellent hunting grounds.

Two groups of privateers—one to do the hunting, the other to cultivate the soil—remained on the island, while a third portion devoted themselves to "the commerce of the seas," as they were pleased to call their privateering expeditions.

Those engaged in hunting became known as "boucaniers" (later corrupted into "buccaneers") from their rude manner of cooking meat adopted from the native Caribs. This was simply to make a frame of green boughs, called a "boucan," upon which the meat was laid or spitted over a slow fire which partly smoked and partly cooked the meat. Sheds in which meat was thus prepared also were referred to as "boucans."

Some of the meat cured in this fashion was kept by the privateers for their own

consumption, but great quantities were sold to ships putting in for provisions, or exchanged for various commodities brought over from Europe. Often after a visiting ship had left port, the privateers would put to sea and raid the vessel, thereby laying hold of not only the traded meat but the entire cargo as well.

From such circumstances and similar modes of operation, these privateers, as well as all other pirates of the times, came to be called buccaneers.

Toward the middle of the 17th century, the original buccaneers began steadily to decline. Their last famous event and final concentrated raid occurred in 1697 with the capture and looting of the island city of Carthagena on the coast of Colombia in South America.



18; DTC, 25; EMC, 84; ENC, 34; FCC, 39; FPC, 41; FTC, 7; GMC, 93; HMC, 157; ICC, 15; JOC, 1; LIC, 3; MAC, 6; MEC, 12; MLC, 1; MMC, 129; MRC, 4; MUC, 14; OMC, 1; PIC, 1; PNC, 30; PRC, 4; QMC, 132; RDC, 1; SDC, 26; SHC, 31; SKC, 42; SWC, 1; TDC, 10 and TMC, 12.

Aeronautical Engineering Duty Applications Desired

Applications for aeronautical engineering duty are desired from naval aviators who are permanently commissioned line officers of the Regular Navy.

Officers of this category who have a college degree or equivalent training and experience in their specialty

will be assigned to one of the following three classifications of aeronautical engineering duty: general (structures, power plants or armaments); electronics; industrial management.

Applications also are desired from any permanently commissioned line officer of the Regular Navy with a college degree or equivalent training and experience in aerology for assignment to aero-engineering duty.

Commanders whose date of rank is 1 Jan 1944, and officers junior thereto are eligible to apply.

Applications should be submitted via official channels to the Chief of Naval Personnel (Attn: Pers-B111h), to reach the Bureau prior to 30 Nov 1951, according to BuPers Circ. Ltr. 172-51 (NDB, 30 Sept 1951).

Here's Complete Summary of Rights and Privileges of Navy Dependents

Dependents of naval personnel are entitled to a wide range of benefits. ALL HANDS herein presents a round-up of the rights and privileges of Navy dependents.

Who is a dependent? Any person in the following categories may be claimed by a serviceman as a dependent:

- Lawful wife.
- Unmarried legitimate children, step-children or adopted children under 21 years of age.
- Unmarried legitimate children, step-children or adopted children over 21 years of age, if incapable of self-support because of being mentally defective or physically incapacitated, who are dependent on the serviceman for over half of their support.
- Father or mother of a serviceman—provided the parent is dependent upon the serviceman for over half of his support.
- A step-parent or former step-parent—who is not divorced from the blood parent—who is dependent upon the serviceman for over half of his support.
- A parent by adoption, or any person who has functioned in the place of the parent—"in loco parentis"

of the serviceman at any time for a continuous period of at least five years during the minority of the serviceman, if such person is dependent on the serviceman for over half of his support.

• If the service person is a woman, she may claim her husband or children as dependents only when such persons—as defined above—are dependent on her for over half of their support.

A serviceman may not count "in-laws" as dependents.

Here is the list of benefits and services to which qualified Navy dependents are entitled:

Dependents' Allowance—A basic allowance for quarters is provided by the Dependents Assistance Act of 1950. The allowance is to supplement an enlisted man's pay where it is necessary for him to obtain private quarters for himself and his dependents. Application for BAQ is made at the sailor's duty station. The amount of BAQ depends upon the enlisted man's pay grade and the number of dependents. Other information is contained in ALL HANDS, June 1951, p. 7.

Medical Care and Hospitalization—Dependents of naval personnel are

eligible for medical and hospital treatment when facilities are available. This includes "out-patient" treatment—when the patient does not need to be confined to a hospital. "In-patient" treatment—full hospitalization—is generally available at a prescribed rate of \$1.75 per day.

Since 13 Apr 1951, children (under 21 years of age) of deceased personnel are eligible for medical care and hospitalization.

Dependents who wish to apply for medical care must have a "Dependents Identification Card." This card is good for one year and should be obtained through the serviceman's personnel office.

Dental care is not furnished. Exceptions are made in case of extreme emergency, however, at certain foreign stations.

Navy Exchange Privileges—Dependents of naval personnel may make purchases from, and use the services of, Navy exchanges (formerly called ship's service stores). This privilege is extended to Navy widows who have not remarried.

Identification cards or passes should be obtained from the serviceman's commanding officer or by applying in person at the office of the Navy exchange.

Commissary Privileges—When a serviceman is on shore duty (or duty at sea or overseas, away from the vicinity of a commissary store), those dependents who normally make up his household when he is on shore duty may make purchases from designated commissaries.

Special commissary passes should be obtained from the administrative office of the appropriate commissary. Due to a lack of accommodations in certain places, it may be necessary to wait your turn on a "waiting list" before receiving a commissary pass.

Travel and Transportation Allowances—Transportation in kind, or a monetary allowance in lieu thereof, at the rate of six cents per mile is authorized for dependents 12 years of age and over, three cents per mile for those under 12 and over five years of age. Such allowances are authorized when a permanent change of station is made by the personnel concerned, or in certain other cases—such as death of a member while on

Recruits Make Good Use of Civilian Training

Lots of times you hear the old complaint, "Why can't I make better use of my civilian training in the Navy?" A number of recruits at NTC Great Lakes, Ill., can't sing that tune, however. They are getting opportunities to test the products of their civilian labor.

Bill Rilling, SR, USN, and Charles Sparbeck, SR, USN, have had ample opportunities to test out the jerseys and watch caps they helped make as civilians. George Schringer, SR, USN, held a job with a paint manufacturer. He, too, has demonstrated a knowledge of his product and its use.

Clifford Austin, SR, USN, was a spot welder in a Bay City, Mich., shipyard where PT boats are constructed. If he gets a chance to test PTs, Austin hopes he won't have to make use of the product of

another recruit, Charles Black, SR, USN, who worked for a company that makes life jackets for the Navy.

George Marchi, SR, USN, will be able to make good use of his civilian background—if he strikes for yeoman. He held a desk job with a firm that makes office equipment.

Other sailors who may get a chance to test the goods they worked with before joining the Navy are Bill Bennett, SR, USN, who worked for an Illinois firm manufacturing submarine detecting devices, and John Haggeton, SR USN, who worked for an aircraft company which manufactures jet engines for Navy planes.

Most recruits don't look forward to using the gadget Nick Socotch, SR, USN, worked on. Socotch's company manufactures bilge pumps—R. G. Morgan, SN, USNR.

active duty. The maximum travel allowance a family can receive is 18 cents per mile. This, of course, is in addition to the six cents per mile for the personnel concerned. Transportation of furniture and household effects is also authorized. Additional information on travel allowances is contained in *ALL HANDS*, May 1951, p. 53.

Soldiers' and Sailors' Civil Relief Act of 1940—A full discussion of this act, including rights and benefits relating to rent, eviction, taxes, insurance, mortgages or similar obligations is included in *ALL HANDS*, May 1951, pp. 44-46.

Social Security—Dependent survivors of World War II veterans may be entitled to certain survivors' benefits or old-age retirement benefits under the Social Security Acts. If you believe you are entitled to Social Security benefits, consult the nearest Social Security office immediately. A full discussion of this subject is included in the September issue of *ALL HANDS*, pp. 46-49.

When a Navy man dies while on active duty, his next of kin is eligible for a variety of benefits:

Back pay and allowances—All back pay and allowances credited to a deceased Navy man's pay account are payable to his next of kin.

Lump-sum payment — A six months' death gratuity equal to six months' pay, is also payable to the next of kin. BuPers handles both the arrears of pay and the death gratuity.

Free \$10,000 indemnity—Servicemen are now covered by a free indemnity, in the amount of \$10,000, while on active duty and up to 120 days after separation from service.

The indemnity is paid in 120 equal monthly installments to the beneficiaries named by the serviceman. Full details are contained in *ALL HANDS*, July 1951, pp. 50-51.

Burial and funeral expenses—Effective 1 May 1951, an allowance of \$125 is made for burial of the serviceman in a private cemetery and \$75 for burial in a station or national cemetery. Usually, a chaplain will call on the family of a deceased serviceman and will be able to advise on most matters relating to the funeral.

Burial in a National Cemetery—The wife, husband, unremarried widow or widower, minor children,

Navy Chief Has Served in Four Major Conflicts

Wade Morrow, PNC, USN, has served in four major conflicts and two branches of the armed services.

During the punitive expedition against Mexico in 1916, he served in the Army under General John J. Pershing.

One of America's pioneer flyers, Morrow holds a pilot's license signed by Orville Wright. He is one of the first 25 men in U. S. aviation history to qualify as a night fighter pilot. In 1918, during World War I, as a second lieutenant, Morrow and 24 other officers were selected to take a course in night flying. Later the group was sent to an Army Air Station in England and told their assignment was to night-bomb Metz. The armistice was signed, however, before they could execute the mission they had

so carefully prepared to carry out.

Chief Morrow returned to the service in 1942. This time, he chose the Navy and served in it for three years.

After obtaining a waiver on the age requirement, Morrow reentered the Navy a few months ago. He is now in charge of USAFI and the education testing room at Fleet Activities, Yokosuka, Japan.

Whenever he hears a jet plane roar overhead, Chief Morrow thinks back to the days he was flying *Handley-Pages*, *Spads* or *Sopwith-Camels*—when their top flying speed was 130 miles per hour, a far cry from the 600 of today.

Flying runs in the Morrow family. The chief's son, William, is now an Air Force captain.—O. S. Roloff, JOC, USN.

and certain unmarried adult children of service personnel may be buried in a national cemetery. Application for burial in a national cemetery should be addressed to the Quartermaster General, Washington 25, D. C.

Certain other agencies, which maintain a liaison with the Navy, provide benefits and services for sailors and their dependents. Here are a few of them:

- American Red Cross—Helps establish contact between serviceman and his family in time of emergency. Verifies data relating to requests for emergency leave. Renders financial assistance within certain limits, assists in personal and family problems. Provides emergency ambulance transportation.

- To obtain aid from the Red Cross, contact the Red Cross Field Director assigned to your station or the nearest Red Cross chapter.

- Navy Relief Society — Offers financial assistance, helps in securing emergency transportation, advises on community agencies such as the Crippled Children's Service, Polio League and the Welfare Department. The society also helps locate personnel and assists with family problems.

Those wishing help from the Navy Relief Society should contact an

auxiliary or branch, if one is located at the sailor's station, or the Society Headquarters, Navy Department, Washington 25, D. C. Servicemen and their dependents living in the 9th Naval District should contact the Great Lakes Auxiliary Navy Relief Society, NTC Great Lakes, Ill. In emergencies, applications to Headquarters or the Great Lakes Auxiliary should be forwarded through the Red Cross.

- Your commanding officer, your chaplain, personal affairs or legal assistance officer should be able to lend a hand or direct you to the proper agencies in time of need.

- Government Agencies—A number of federal government agencies such as the Veterans Administration, Civil Service Commission, Bureau of Internal Revenue, War Claims Commission, U. S. Employment Service and others stand ready to help in matters under their jurisdiction.

- State, county and local governments often have agencies set up to help the serviceman and his family.

The Bureau of Naval Personnel is currently revising its booklet, *Personal Affairs of Naval Personnel and Aid for Their Dependents*, which discusses in detail the rights and benefits of naval personnel and their dependents. It is expected that the booklet will soon be distributed.

Enlisted Correspondence Courses Are Now Available to All Naval Personnel

Enlisted correspondence courses, originally established for Naval Reservists on inactive duty, are now available to all naval personnel—USN or USNR—on active or inactive duty.

Reservists on active duty, however, will not earn retirement point credits for completion of these courses.

The correspondence courses are designed for individual self-study and are based on Navy training courses. They are not to be used for group study or as part of a curriculum. Successful completion of an enlisted correspondence course will be considered as evidence of completion of the Navy training course upon which the correspondence course is based.

Certificates, signifying successful



completion of correspondence courses, will be sent to qualified personnel. Commanding officers will make copies of these certificates a part of the individual's record.

While participation in the pro-

gram is voluntary, sailors are urged to take advantage of these courses which will not only increase their knowledge and proficiency in naval subjects but will better their chances of making a high score on the advancement in rating examinations, according to BuPers Circ. Ltr. 103-51 (NDB, 30 June 1951).

The courses are administered by the U. S. Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, N. Y. Applications should be sent to the center via the individual's immediate forwarding authority. Normally, applicants will be enrolled in only one course at a time.

Here is a list of available courses. ALL HANDS will publish the names of additional courses as they become available.

TITLE	NAVPERS	APPLICABLE TO FOLLOWING RATINGS IN PARTICULAR:			IC, MA, MM, MN, MR, RD, RM, SO, TD, TE, TM, and strikers.
General Courses			Use of tools	91228	AD, AM, AN, AO, BT, BU, CD, CE, CM, CN, DC, DM, EM, EN, ET, FC, FN, FP, FT, GM, IC, IM, ME, ML, MM, MN, MR, OM, SV, SW, ED, TM, UT, and strikers.
Your Navy	91208	All rates and ratings			
Basic Courses					
Mathematics, Volume 1	91219	AD, AE, AF, AG, AK, AL, AM, AN, AO, CM, CN, CT, DM, DN, EM, ET, FC, FP, FT, HN, IC, ME, MM, MR, OM, PM, SN, SO, SV, TN, and strikers.	Basic Machines	91230	CM, IM, FC, FT, GM, MN, MR, TD, TM, and strikers.
Mathematics, Volume 2	91220	AD, AE, AF, AG, AK, AL, AM, AN, AO, CM, CN, CT, DM, DN, EM, ET, FC, FP, FT, HN, IC, ME, MM, MR, OM, PM, SN, SO, SV, TN, and strikers.	Non-rated courses		
			Seaman	91240	SN, SA, SR.
			Fireman	91500	FA, FN, FR, SR.
			Group I, Deck		
			Boatswain's Mate 3	91242	Strikers for BM3.
			Boatswain's Mate 2	91243	BM3.
			Cargo Handling	91247	BM and strikers.
			Introduction to Communications	91254	CT, QM, and strikers.
Blueprint Reading and Layout Work	91223	AD, AE, AM, AO, BT, BU, CE, CM, CN, DC, DM, EM, EN, ET, FC, FP, FT, GM, IC, IM, ME, ML, MM, MN, MR, OM, PM, SV, SW, TD, TM, UT, and strikers.	Radarman 3	91266	Strikers for RD3. Also AC, AL.
			Visual Communication Topics	91255	AC, QM, and strikers.
			Group II, Ordnance		
			Gunner's Mate 3, Vol 1	91309	Strikers for GM3.
Electricity	91225	AE, AL, AO, AT, CE, CM, CN, CT, EM, EN, ET, FC, FN, FT, GM,	Gunner's Mate 2, Vol 1	91311	GM3.
			Gunner's Mate 2, Vol 2	91312	GM3.

Fire Controlman 3,
Vol 1 91316 Strikers for FC3 and
FT3.

Group III, Electronics

Electronics Tech-
nician 3 91373 Strikers for ET3. Also
RM, CT, AL, TD, and
strikers.

Group IV, Precision Equipment

None

Group V, Administrative and Clerical

Teleman 91400 TE and strikers.
Introduction to
Radio Equipment 91406 RM, TE, and strikers.
Storekeeper 3 91430 Strikers for SK3.
Storekeeper 2 91431 SK3.
Disbursing Clerk 3 91435 Strikers for DK3.
Disbursing Clerk 2 91436 DK3.
Commissaryman 3 91440 Strikers for CS3.
Commissaryman 2 91441 CS3.
Bakers' Handbook 91444 CS, SD, and strikers.
Ship's Service-
man 3 91446 Strikers for SH3.
Ship's Service-
man 2 91447 SH3.

Group VI, Miscellaneous

None

Group VII, Engineering and Hull

Electrician's Mate 3 91523 Strikers for EM3. Also
IC and strikers.
Electrician's Mate 2 91524 EM3. Also ET, MR,
and strikers.
Metalsmith 3 91533 Strikers for ME3. Also
BT, IC, ML, MR, PM,
and strikers.
Metalsmith 2 91534 ME3. Also BT, IC, ML,
MR, MP, and strikers.

Metalsmith 1 91535 ME2. Also BT, MR,
and strikers.
Chief Metalsmith 91536 ME1. Also BT, MR,
and strikers.

Damage Control-
man 3 91543 Strikers for DC3. Also
PM and strikers.

Damage Control
man 2 91544 DC3. Also PM and
strikers.

Group VIII, Construction

None

Group IX, Aviation

Aircraft Electrical
Systems 91607 AT, AE, and strikers.
Advanced Work
in Aircraft Elec-
tricity 91608 AO, AE, and strikers.
Aircraft Metal
Work 91618 AM and strikers.
Airplane Structures 91620 AD, AM, and strikers.
Aircraft Instruments 91627 AD, AE, and strikers.
Aircraft Fuel
Systems 91630 AD and strikers.
Aircraft Propellers 91631 AD and strikers.
Aircraft Fire
Control 91635 AO and strikers.
Aircraft Turrets 91638 AT, AO, AE, and
strikers.

Group X, Medical

Handbook of the
Hospital Corps 91666 HM and HN. Also DN
and DT.

Group XI, Dental

None

Group XII, Steward

Steward 3 91692 Strikers for SD3.

Wave Recruit Training Unit Moving to NTC Bainbridge

Wave recruit training facilities are being moved from Great Lakes, Ill., to the newly reactivated Naval Training Center, Bainbridge, Md. Transfer of units—designed to ease the critical housing shortage at Great Lakes—is scheduled to begin in late-October or early-November.

Approximately 1,100 recruits will be enrolled at Bainbridge, an increase of 400 over the number at Great Lakes. At the same time, recruiting quotas throughout the nation will be stepped up about 50 per cent.

Graduates of the recruit training program are assigned either to a

station in the U. S. for on-the-job training or to a service school. Qualified Waves may now earn ratings in hospital work, communications, supply, aviation and general administration.

Women may now enlist in the Waves at age 18—formerly the minimum age requirement was 20.

Part-Time Civilian Work Okay for Naval Personnel

Part-time civilian jobs which are essential to the national welfare may now be accepted by naval personnel.

Commanding officers are authorized to permit military personnel to engage voluntarily in certain part-time *agricultural and industrial work*

while off duty, on liberty or leave. Authorization by COs will be dependent upon approval from the local Public Employment Service Office certifying there is a local labor emergency and that such employment will not compete with the employment of civilians in the same work.

There are certain other requirements to be met before you can start on an outside job. You must have your Social Security card. Any extra income will have to be included when you make your income tax report and payments. Liberty and leave, of course, will not be granted solely because a man desires to accept such employment. Outside jobs must involve no government expense.

Here's How to Prepare Your Personal Papers and Take Care of Them

If you're an average Navyman, then you've probably got a number of personal papers that are important to you. You should see that they receive proper care.

Important personal documents include wills, birth certificates, marriage certificates, discharge papers, deeds, insurance policies, stocks and bonds, powers of attorney, bank pass books and the like.

For a few dollars a year you can probably rent a safe deposit box in your bank. This is a good place to keep your personal papers, savings bonds and other important material. You can arrange for your wife, attorney, or some other qualified person to open the box and take care of necessary matters in case of severe illness or death.

You may want your lawyer, bank or trust company to hold these papers for you. Perhaps you have photostatic copies of some of these documents. It is a good idea to leave copies with your lawyer or bank and, if you belong to the Navy Mutual Aid Society, file copies with that organization, too.

Officer personnel may send personal documents to BuPers for safekeeping. Wills are sealed in envelopes, marked "last will and testament" and filed—along with other papers—in the officer's service record.

Enlisted personnel may request their commanding officers to file such personal documents with their current service record. BuPers keeps only a duplicate of each man's current service record but documents that are forwarded to BuPers are

kept on file with his duplicate record. After separation, the sailor may request the return of any such personal documents the Bureau may be holding.

• *Your will*—Be sure to make a will—no matter how small your estate may be. It is costly to administer an estate and, in the absence of a will, the costs sometimes exceed the net worth of a small estate.

You can make a short general will that will cover most situations but if you have several beneficiaries and property of various types, it is far better to have a complete and detailed will made out with the assistance of an attorney.

Here is a sample "short will." It should be used *only* if there is not time to prepare a detailed will.

All my property and estate I bequeath and devise unto my wife, (mother), (brother), absolutely and in fee simple, and appoint her (him) executrix (executor) of this will without bond, and with full powers to sell and convey, or in any other manner dispose of, the whole or any part of my estate.

Witness my hand at (place)

this day of 19.....

(Full name)

Signed, sealed, published, and declared by

(Full Signature)

the above-named testator, as and for his last will and testament in our presence, and we, at his request, and in his presence, and in the presence of one another, hereunto subscribe our names as attested witnesses.

(1) (name) (address)

(2)

(3)

A will should be signed by the testator—the person making the will—in the presence of three witnesses. Authentication by a notary public is not necessary. Each witness must write his name and address on the will, *in the presence of the testator and the other witnesses.*

A will consisting of several pages

should be initialed by the testator and witnesses on every page that does not contain their signatures.

Witnesses should not include your spouse, a beneficiary or the spouse of a beneficiary.

The laws of the state in which you reside—or in which your property is located—govern disposition of your property. You may will everything to your wife but you cannot will everything away from her. The law protects the legal share of a surviving spouse. You can will everything away from your children, however, by specifically mentioning each one.

Remember that this will is not good forever. If one of the beneficiaries dies or if you have another child after the will is made, the security of the will is weakened. For example, you may have provided for specific amounts to be paid to your wife and each child. After the

500 CWOs Are Considered For Advancement in Grade

A selection board has been in session to select commissioned warrant officers of the Regular Navy and Naval Reserve for assignment to higher pay grades.

Approximately 500 CWOs are being considered, including many serving under temporary appointment in the grade of ensign or higher. All CWOs whose dates of commencement of commissioned service under current appointment (as distinguished from dates of rank) were 28 Feb 1945 or earlier are eligible for consideration for assignment to warrant officer pay grade W-3. Those with 12 years' commissioned service on or prior to 30 June 1952 are eligible for consideration for assignment to warrant officer pay grade W-4.

Further details are contained in BuPers Circ. Ltr. 157-51 (NDB, 15 Sept 1951) which also announces the assignment of 316 commissioned warrant officers to pay grade W-3—effective, for pay purposes, on 10 Sept 1951. These officers were selected and placed on a waiting list last summer. (See ALL HANDS, August 1951, p. 42.)



"Room with a bath, please."

will has been executed, another child is born. Unless the will is altered to include this child, he will be permitted to take whatever share is allowed by the law in the state concerned—just as if no will existed. It would be possible, therefore, for him to receive a larger share than the other children.

- **Power of Attorney**—It is sometimes advantageous to appoint a pover of attorney—someone to administer your affairs in your absence. A power of attorney should be executed for a specific purpose, however, under the guidance of a legal officer or attorney. *General powers of attorney should be avoided.* Complete details on this subject are contained in **ALL HANDS**, April 1951, pp. 8-9.

- **Checks**—It is no longer necessary for you to file your signature and written permission with the Treasury Department in order for your dependent or beneficiary to cash your government checks. Banks are required to guarantee such checks. You will have to make arrangements with your bank, however, if you want it to accept your wife's—or some other person's—endorsement.

The simplest way to handle this problem is to have a joint bank account. Remember, however, that if your wife or some other person holding a joint bank account with you should move to another city, your signature or power of attorney is needed to open another joint account.

LDO Selections Announced; Eligible During 1951-1953

The list of successful candidates in the 1951 increment of the LDO Program is announced in BuPers Circ. Ltr. 131-51 (NDB, 15 Aug 1951).

The candidates, who were recommended for appointment by the 1951 LDO selection board, are listed in lineal order and will become eligible for temporary promotion during the calendar years 1951 to 1953 as indicated on the circular letter list.

Appointments have been mailed to those selectees who are not now serving in the Navy in temporary commissioned grades of ensign and above.

The Word on PT Boats and Getting Duty on Board Them

A PT boat sailor writes in asking why he hadn't heard about motor torpedo boats in the Korean conflict. A man with extensive experience in this type of craft during World War II, he also wants to know what his chances are of getting PT duty once again.

Chances of getting PT duty aren't so good, since there are just a few more PTs than battleships in active service. Currently there are eight boats. Four are plywood-hull boats which were constructed during the war. The other four (PTs 809, 810, 811 and 812) are aluminum-hull boats completed during the Korean conflict.

The four wood-hull boats (PTs 613, 616, 619 and 620) were in service until the spring of 1951 when all but one were placed in mothballs. The favored boat was the 619.

The four aluminum-hull boats, each built by a different yard, were

built for experimental purposes. Each has a different hull and each embodies different characteristics. It is planned that a composite type will evolve from these four, utilizing the best features of each boat and the most suitable of the four different hulls.

Present plans do not call for the immediate construction of any of these composite-type boats. In the event of mobilization, however, all newly-constructed PTs would use this craft as their prototype.

PTs of the future will be bigger craft all-around than their World War II predecessors—15 to 25 feet longer and proportionately wider. They will be powered by four engines of much greater power than the three 1,500 horsepower engines of the older craft. Their greater size will mean more and larger armament and roomier living compartments. The added horsepower will mean even greater speed.

Mine-Testing Personnel To Qualify Once a Year

Simplified procedures for qualifying officers and enlisted personnel to test, adjust and repair influence-type mine firing mechanisms have been announced in BuPers Circ. Ltr. 143-51 (NDB, 31 Aug 1951).

Influence-type mine firing mechanisms may be opened only by qualified personnel. These personnel are divided into two categories:

Class A—Qualified to test, adjust and repair influence-type mine firing mechanisms.

Class B—Qualified to test and adjust influence-type mine firing mechanisms.

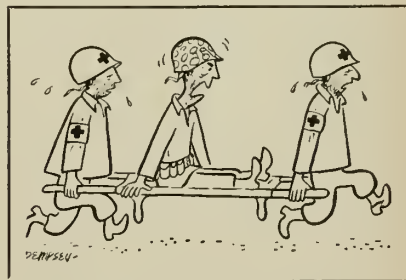
For an officer to hold one of the above classifications he must be qualified by (1) the Commanding Officer, Naval Schools, Mine Warfare, or (2) by his CO after demonstrating his proficiency before a person currently holding a Class A qualification, or (3) by the CO of the activity conducting authorized requalification training.

In the case of enlisted men, the individual letters of authorization formerly issued by BuOrd have been

replaced by the identification furnished by two special program job codes. These codes, 9987 and 9988, identify graduates of certain courses at the Mine Warfare School.

Men holding code 9988 will have an entry on page 13 of their service records listing the name of the course completed and the mechanisms they are qualified to test and adjust.

For both officer and enlisted personnel the qualification will terminate at the end of one year unless the command concerned originates another letter indicating that the individual has been working with influence-type mine firing mechanisms during that period. Moreover, everyone must be *retrained* every three years.



"Hey, I was just sleeping."

Summary of Action on Current Legislation of Interest to Naval Personnel

Each month when Congress is in session, legislation of interest to naval personnel is reported in ALL HANDS. Only new bills and changes in the status of previously discussed legislation are reported, covering generally the four-week period immediately prior to the date this issue goes to press.

If there has been no change in the status of a particular bill since the time it was last reported in ALL HANDS, it will not be covered in the current issue. The last round-up was carried in the October 1951 issue, page 16.

Defense Housing—Public Law 139 (evolving from H.R. 2988 and S. 349); the new Defense Housing and Community Facilities Act assists in providing housing, facilities and services required in connection with national defense. Included in the law are the following general provisions: (1) reduces substantially the minimum down payment required on homes priced up to \$12,000; (2) makes eligible for additional home loan guarantees many of the veterans who previously used all or part of their guaranty entitlement for home, farm and business loans; and

(3), revives the direct government loan program for veterans in areas where four percent mortgage financing is unavailable from private sources.

GI Loan Violations—Public Law 142 (evolving from H.R. 319); establishes treble damages provisions, namely, that whoever knowingly makes, effects or participates in a sales of any property to a veteran for consideration in excess of the reasonable value of such property as determined by proper VA appraisal, shall, if the veteran pays for such property in whole or part with a GI loan, be liable to three times the amount of such excess amount.

Tax on Admissions—Public Law 124 (evolving from H.R. 4601); exempts servicemen in uniform from admission tax where they are otherwise admitted free.

Disabled Veterans Pensions—Public Law 149 (evolving from H.R. 3193); enacted into law by Congress over the President's veto; provides a \$120 a month pension for totally disabled veterans whose disability is not service-connected.

Korean Veterans' Rehabilitation—H. R. 3932: passed by Senate; to

provide vocational rehabilitation and training for all veterans with compensable service-connected disabilities serving after 27 June 1950.

Reserve Components of Armed Forces—H.R. 5426 (replaces H.R. 5277, H.R. 4860 and H.R. 4667) and S. 1991: introduced; the new revised bill has been approved by the House Armed Services Committee; it supplements the recent U.M.T.S. Act (Public Law 51), and places all Reserve components of the armed forces on an equal basis in so far as practicable. Provisions of the bill call for establishment of a Ready Reserve, a Stand-by Reserve and a Retired Reserve, in each of the services in lieu of existing organization structures.

Commissary and Prices — H.R. 5054: passed by House and Senate with amendments; to provide as part of the Armed Forces Appropriation Act, that no appropriation shall be available for any direct expense in connection with the operations of commissary stores, except where reimbursement for such expenses is to be made by the services. A possible effect of this is that the services may be required to include in the sale price of commissary goods overhead items or any direct expense, including transportation, maintenance, operation and management of commissary stores.

Cash Bonus Payments—House Concurrent Resolution 150: under consideration; the resolution, if approved, would express the sense of Congress that payment of cash bonuses to veterans is non-inflationary and is an appropriate recognition of their services and sacrifices, and that federal agencies should encourage the purchase of state bonds issued to provide funds for the payment of such bonuses.

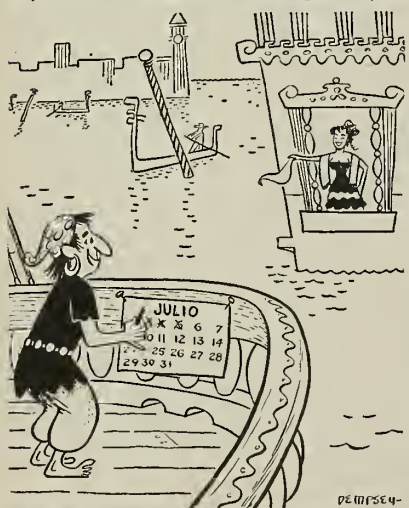
Correction Payments — H.R. 1181 and S. 308: passed by House with amendments and approved by Senate Armed Services Committee without amendment; to amend existing law so as to authorize payment of claims arising from the correction of a number of military and naval records.

Transportation of Dependents and Effects (when called to active duty)—H.R. 5065 and S. 1993: introduced;

HOW DID IT START

Quarantine

In international law, "quarantine" is the name given to the regulations imposing a period of time during which a ship arriving in port is forbidden to land freight or pas-



sengers if it is suspected of being infected with a contagious malignant disease.

Maritime quarantine was first established at Venice in 1403 to prevent the invasion of pestilence from the East. Geneva followed suit in 1467, and gradually the Italian system was adopted by other seaport cities of the world.

Originally, the period of restriction, regardless of the disease to which a ship might have been exposed, was 40 days. The name given such regulations was "quarantina" (Italian for "forty"); whence comes "quarantine."

The 40-day period, thanks to developments of medical science, has long since been reduced materially, the extent of quarantine now depending upon the incubation period of whatever disease may be involved.

Today, if a ship's physician reports his vessel free from exposure or disease, port medical authorities generally impose no period of quarantine.

to authorize that Regular Navy and USMC officers appointed during the period 8 May 1945 to 31 March 1951, after previous service as Reserve officers, shall be entitled to receive allowances for transportation of dependents and household effects from home of record to first permanent duty station.

Transportation of Household Effects (at termination of duty)—H.R. 1202 and S. 329: introduced; to authorize payment for the transportation of household effects of members of the naval forces, upon release from active duty, from their homes of record to places selected by such members.

Survivors' Benefits—H.R. 5169: introduced and hearings concluded by special subcommittee of House Armed Services Committee (clean bill H.R. 5594 introduced later); to provide, in the case of death of personnel on active service, that the surviving widow shall be paid an annuity of 25 per cent of the serviceman's base pay, and surviving children be paid an annuity of \$360 per child (not to exceed \$900 in case of three or more children). To pay for this benefit a small portion of the pay of servicemen would be deducted, progressing from three-fourths of one per cent of the monthly basic pay of a seaman recruit up to two and a quarter per cent for an admiral. Those in receipt of hazardous duty pay would have deducted an additional amount from one to three per cent of their hazardous duty pay. The bill provides survivors benefits for personnel granted retired, retirement or retainer pay.

QUIZ ANSWERS

QUIZ AWEIGH is on page 9

1. (a) Light Weight Type (LWT); a BuShips design.
2. (c) It has high holding power for its weight, under some circumstances nearly double that of other types of anchors of equivalent poundage. LWTs vary in weight from less than 10 pounds up to several thousand.
3. (b) Aviation ordnanceman (AO).
4. (a) Air controlman (AC).
5. (c) Barbettes (fixed circular tubes of armor extending down to the armored deck and containing ammunition handling rooms, hoists, and revolving machinery for the turrets).
6. (b) Tompions (pronounced *tompkins*).

25 July 1947 Is Terminal Date for GI Bill Purposes

In giving a definition of World War II veterans used for the purpose of release of Naval Reservists to inactive duty, ALL HANDS (September 1951, p. 43) stated: "A specified amount of service after the 'shooting war'—between 2 Sept 1945 and 24 June 1948—qualifies an individual for the GI Bill, for example, but not for some state bonuses or for membership in certain veterans' organizations."

The terminal date should have been listed as 25 July 1947—the end of World War II for GI Bill purposes—and not 24 June 1948. The 24 June 1948 date is a terminal date for determining veteran status of enlisted Reservists with regard to release to inactive duty only.

Cost-of-Living Pay Adjustment—H.R. 3991: introduced; to adjust the basic pay of service personnel so as to rise or fall in relation to the standard Consumer's Price Index figure.

Reenlistment Bonuses—H.R. 5405: approved by House Committee; passed by House; to amend current law and provide the following lump sum bonuses for personnel who reenlist within three months of discharge or separation: \$40 for a two-year enlistment; \$90 for three years; \$160 for four years; \$250 for five years; and \$360 for six years. Also, upon enlistment for an unspecified period of time of more than six years, a bonus of \$360 would be paid plus (after six years' service) a \$60 payment made in advance of each subsequent year, up to a designated limit.

Attaches Reimbursement—H.R. 2737 and S. 935: passed by House and approved by Senate Committee; to authorize the reimbursement of certain naval attaches, observers and other officers for certain expenses incurred while on authorized missions in foreign countries.

Official Register—H.R. 1183 and S. 321: passed by House; to authorize each branch of the armed services to publish annually separate official registers of officers of Regular and Reserve components.

Latest 16-mm. Movies Listed For the Convenience of Ships and Overseas Bases

The latest list of 16-mm. feature movies available from the Navy Motion Picture Exchange, Brooklyn 1, N.Y., is listed for the convenience of ships and overseas bases. Program number follows the title of each picture. Technicolor films are designated by (T). Distribution of the following films began in September.

ALL HANDS will carry new listings from time to time of motion pictures obtainable from the Navy Motion Picture Exchange.

Secrets of Monte Carlo (701): Melodrama; Warren Douglas, Lois Hall.

Secret of Convict Lake (702): Drama; Glenn Ford, Gene Tierney.

Texas Rangers (703): Western; George Montgomery, Gale Storm.

Savage Drums (704): Adventure; Sabu, Lita Baron.

Yukon Manhunt (705): Drama; Kirby Grant, Gail Davis.

Kentucky Jubilee (706): Musical comedy; Jerry Colonna, Jean Porter.

The Last Outpost (707) (T): Drama; Ronald Reagan, Rhonda Fleming.

Two Gals and A Guy (708): Comedy; Janis Paige, Robert Alda.

Pick Up (709): Melodrama; Beverly Michaels, Hugo Haas.

Warpath (710) (T): Western; Edmond O'Brien, Polly Bergen.

On Moonlight Bay (711) (T): Musical; Gordon MacRae, Doris Day.

St. Benny the Dip (712): Melodrama; Dick Haymes, Nina Foch.

The Magic Face (713): Melodrama; Luther Adler, Patricia Knight.

Meet Me After the Show (714) (T): Musical; Betty Grable, MacDonald Carey.

A Place in the Sun (715): Drama; Montgomery Clift, Shelley Winters.

Mark of the Renegade (716) (T): Drama; Ricardo Montalban, Cyd Charisse.

Never Trust a Gambler (717): Melodrama; Dane Clark, Cathy O'Donnell.

Here Comes the Groom (718): Comedy; Bing Crosby, Jane Wyman.

A Millionaire for Christie (719) Comedy; Fred MacMurray, Eleanor Parker.

Fugitive Lady (720): Drama; Janis Paige, Binnie Barnes.

The Law and the Lady (721): Drama; Greer Garson, Michael Wilding.

Two of a Kind (722): Melodrama; Edmond O'Brien, Elizabeth Scott.

Lost Continent (723): Adventure; Cesar Romero, Hillary Brooke.

Million Dollar Pursuit (724): Drama; Penny Edwards, Stephen Flag.

Thanksgiving Day Planned Throughout the Fleet

Thanksgiving Day of 1951 will be observed on Navy ships and stations the world over in the traditional American pattern—Church, Feast and Football.

Church pennants flying above the national ensign will denote the offering up of thanks by seagoing and shore-based congregations and their leaders.

The high level of activity going on in Navy galleys and bake shops will be the sign of the forthcoming dinner.

In line with this part of the Thanksgiving festival, Bureau of Supply and Accounts spokesmen relate the careful preparations started months ago, with increased food shipments departing from East Coast and West Coast stocking points.

Purpose of these shipments has been to ensure that Navymen the world over will enjoy the same Thanksgiving Day dinner. First to move out in volume were the non-perishable items — canned cranberries, pumpkin and mince meat, etc. Later, the perishable items — fresh fruits, fresh vegetables and frozen prime young turkeys — were loaded aboard reefers and started on their way.

A menu based upon these shipments has been prepared by the Food Services branch of BuShips. It offers an idea as to what Navy-men subsisting in the general mess can expect to enjoy for their Thanksgiving dinner. This holds true whether that mess be at an

air activity in the Hawaiian Islands, on a tanker in the Persian Gulf or on a cruiser off the Korean coast. Here is the menu — from two items before the soup to one item after the nuts:

Shrimp or Fruit Cocktail
Relish Tray
French Onion Soup
Roast Young Tom Turkey
with Giblet Gravy
Oyster or Cornbread Dressing
Cranberry Orange Relish
Snow Floked or Glozed Sweet Potatoes
Couliflower or Buttered Green Peas
Waldorf or Perfection Salad
Hot Cloverleaf Rolls and Butter
Pumpkin, Sweet Potato Pie
or Mince Meat Pie
Ice Cream
Assorted Fruits, Condies, Nuts
Coffee, Tea or Milk

The third part of the Thanksgiving Day pattern will be taken care of for the most part by Armed Forces Radio Service broadcasts and rebroadcasts of football games. Time zone differences make it impracticable for naval forces in many parts of the world to listen to the game as it is being broadcast, necessitating the rebroadcasts. In Korea, for instance, it will be 0500 or 0600 on Friday, 23 November, when a midwest Thanksgiving-day game is being played.

As this issue goes to press, the "game of the day" to be broadcast has not yet been decided. This choice depends upon the top-flight football contest having the greatest national and service-wide interest.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, NavActs, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnavs, NavActs and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 93—Specifies administrative procedures to be taken following enactment of Public Law 132 which made temporary appropriations under Public Law 70 available through 30 Sept 1951.

No. 94—Authorizes the retention on active duty of USNR officers who have received orders releasing them if they desire to continue in active service for six months or more, and further directs them to remain at activity where notification of desired extension has been made, until receipt of further instructions.

No. 95—Pertains to the use of government-owned vehicles by key security and safety personnel at naval activities where extra-hazardous conditions exist; cancels designations of personnel for field work status which have been granted for safety and security reasons.

No. 96—Designates canvas leggings as an organization article of clothing and discontinues issue of leggings as individual article in initial outfits.

No. 97—Reiterates the opportunities of an education and appointment as commissioned officer offered to qualified enlisted personnel through NROTC program, and specified 15 October as deadline this year for receipt of applications.

No. 98—Modifies BuPers Circ. Ltr. 84-51 (NDB 31 May 1951) on subject of reenlistment and voluntary extension of enlistment, and specifies that travel allowance for Naval Reserve is payable to either place from which ordered to active duty or home of record, at option of the individual.

No. 99—Lists the names of officers promoted to temporary grade of rear admiral in the Supply Corps and Medical Corps.

No. 100—Discontinues for an indefinite period, because of critical

Extension Agreement Change Means Delay Before Release

Some Reserve officers who requested an extension of active duty beyond their obligated service when they completed questionnaires earlier this year, have since changed their minds, and are now asking for release after completion of their obligated service.

Reserve officers are currently being released to inactive duty on the basis of their replies in these questionnaires, the instructions for which are contained in BuPers Circ. Ltr. 56-51 (NDB, 15 Apr 1951). There-

fore, if an officer's preference for length of extended service has changed, he is required to submit a new questionnaire completely filled out, which would supersede the original. This procedure is called for in BuPers Circ. Ltr. 120-51 (NDB, 31 July 1951).

Reserve officers in such cases may anticipate a delay of as much as four months after the receipt of their new questionnaires until their separation. This delay, as explained in BuPers Circ. Ltr. 165-51 (NDB, 30 Sept 1951), is occasioned by the time involved in lining up and ordering a replacement for the officer.

shortage, the supply of boneless beef to general messes in continental limits, with substitutes available being veal, poultry, seafood, fresh and smoked pork, cheese, etc.

No. 101—Announced convening on 9 October of selection board to consider for promotion to temporary grade of commander those USN and active duty USNR line officers (reporting prior to 1 July 1951) who will have four years' service in grade of lieutenant commander as of 30 June 1952.

No. 102—Amends provisions of Alnav 59 as implemented by Alnav 61 (NDB, 15 July 1951), following enactment of Public Law 156 which makes temporary appropriations under Public Law 70 available through 31 Oct 1951.

BuPers Circular Letters

No. 161 — Sets forth current policy with regard to employment and rotation of USNR officers on active duty in connection with billets pertaining to the drilling, training and instruction of Reservists.

No. 162—Pertains to fraudulent claims for reimbursement for transportation of dependents and the severe consequences of falsification.

No. 163—Authorizes USNR officers to be enrolled at naval schools in courses of four months' to a year's duration, provided officers accepted agree to serve on active duty one year for each six months or fraction thereof of schooling, in addition to obligated service.

No. 164—Announces awards of Navy Unit Commendations to Fighter Squadron 33 and Scouting Squadron Detachment, Ringbolt (renamed Scouting Squadron 64) for specified periods during World War II.

No. 165—Announces that Reserve officers are being released to inactive duty on the basis of replies to questionnaires which they have filled out, and states that in cases where extensions have been requested and are no longer desired, there will be a delay of about four months in complying with requests for release.

No. 166—Sets 1 March 1952 as deadline for receipt by BuPers of applications for six-month submarine training course starting next summer for USN and USNR officers, and lists names of officers selected for the next class convening 2 Jan 1952.

No. 167—Announces changes in regulations for issuance of Naval Reserve Medal.

No. 168—Changes the designation of officer billets previously called "welfare and recreation" or "recreation" to the new designation "special services," and requests that a special service officer (collateral duty) be appointed at all ships and stations which have enough personnel on board to justify such an assignment.

No. 169—Lists the dates for which engagement stars have been approved for the Korean Service Medal, and announces that a list of ships and units meeting the requirements will be published at a later date.

No. 170—Announces convening of rating structure review board to consider changes to enlisted rate, rating and warrant structures.

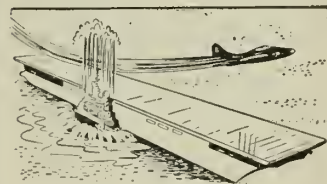
No. 171—Applies to privilege of renewing five-year term policies on National Service Life Insurance (NSLI) and U.S. Government Life Insurance (USGLI) and states that in case of personnel who have waived their premiums while on active duty the term policies which expire while an insured is in active service will be automatically renewed for an additional five-year period.

No. 172—Requests interested USN line officers to apply for designation for aeronautical engineering duty, with deadline for applications reaching BuPers set at 30 Nov 1951.

No. 173—Contain administrative instructions covering reports and procedures in the hospitalization of officers.

No. 174—Discusses some of the principles involved in the retention or waiving of NSLI and USGLI contracts, in the case of personnel on active duty.

When the CVB 59 (USS *Forrestal*) joins the Fleet in an estimated three years the Navy will have a total of four CVBs. The completed ship is expected to have a standard displace-



ment of 59,900 tons and to measure 1,040 feet in length and 252 feet at her greatest width. A unique feature of USS *Forrestal* will be her retractable bridge, making her a true flush-deck-er.

Present type aircraft carriers range in size from 12,000-ton, 553 foot-long CVEs (escort carriers) to 45,000-ton, 986 foot-long CVBs. The largest ships of the other two flattop classes—



CVLs (small carriers) and CVs (aircraft carriers)—go at 14,500 tons with an over-all length of 684 feet, and at 27,000 tons, 888 feet long, respectively. Of the carriers now in active service those of the CV and CVE classes are the most numerous.

Probably no other type of ship has undergone such a wide variety of name-groupings as carriers. They have been named for land and sea battles of U.S. history, for rivers, bays and sounds, and for famous ships of the old Navy. One, USS *Shangri La* (CV



38), was named for a non-existent locality; another, the Navy's first carrier, USS *Langley* (CV 1), was named for a person famous in aviation history. Naming of CVB 59 as USS *Forrestal* follows an example set in 1945 when CVB 42 was named USS *Franklin D. Roosevelt*.



"Wanna go on liberty with me tonight, Mitch?"

DECORATIONS & CITATIONS

Engagement Stars Approved For Korean Service Medal; Authorized Phases Listed

Engagement stars for the Korean Service Medal have been approved by the Chief of Naval Operations. Personnel who are eligible are authorized to wear these engagement stars upon the Korean Service Ribbon as appropriate. One star is authorized for participation in each of the following phases:

- North Korean Aggression period 27 June 1950 through 2 Nov 1950.

- Communist China Aggression period 3 Nov 1950 through a date to be announced.

- Inchon landing period 13 Sept 1950 through 17 Sept 1950.

Ships and units considered to have participated in combat operations are those which did one (or more) of the following:

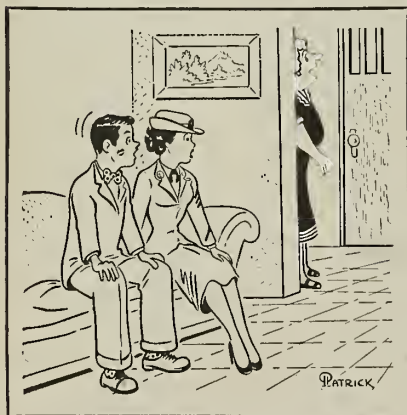
- Engaged in blockade in Korean waters.

- Took part in shore bombardment, minesweeping, amphibious assault or redeployment under enemy fire or were part of mobile logistic support force in combat areas.

- Operated as part of carrier task groups from which offensive air strikes were launched.

- Participated in ground action or engaged in aerial flights over enemy territory.

- Engaged in or launched commando-type raids or other operations behind enemy lines.



"Junior, has that sailor left yet?"

- Engaged in patrol or escort operations which resulted in engagement in which a ship or aircraft suffered damage from the enemy or destroyed or severely damaged an enemy ship or aircraft.

Names of ships and units designated by the Chief of Naval Operations as having met the preceding requirements will be published at a later date. In the meantime, eligible personnel may wear engagement stars upon the ribbon as appropriate.

The above information is contained in BuPers Circ. Ltr. 169-51 (NDB, 30 Sept 1951). This letter also instructs commanding officers to take necessary steps for the proper entries to be made in the service records of eligible personnel.

Information on the Korean Service Medal and ribbon can be found in ALL HANDS, April 1951, page 8, and June 1951, page 6.



First award:

* AUSTIN, Wayne D., HMC, USN: While serving as a corpsman with the First Battalion, Fifth Marines, First Marine Division, on the outskirts of Seoul, Korea, on 22 Sept 1950, Chief Austin risked his life in order to give aid to a chaplain and several others who were wounded by an exploding enemy mortar. Still under mortar fire and severely wounded himself, Chief Austin disregarded his own serious condition to give emergency first aid to and organize a means of evacuation for the wounded. It was only after a sufficient number of hospital corpsmen had arrived to take over his tasks that he stopped long enough for others to treat his wounds and relieve his intense pain with morphine.

* BOWEN, MURRAY M., HN, USN (posthumously): While serving as a corpsman with F Company, Second Battalion, First Marines, First Marine Division, in Korea on 21 Sept 1950, Bowen rendered first aid to several wounded marines in the face of intense enemy small-arms, machine-gun and mortar fire. Bowen then crawled forward to aid another casualty. Despite a virtual hail of enemy machine-gun fire, he made a valiant attempt to

reach the side of his wounded comrade, but was mortally wounded a moment before reaching his objective.

* SHOULDICE, D'Arcy V., LCDR, USN: As Commander of Mine Division 31 and in tactical command of that division during mine sweeping operations off Wonsan Harbor on the coast of Korea on 12 Oct 1950, Lieutenant Commander Shouldice led his division into supporting positions of two mine sweepers of another division that were mined within a few minutes of each other in order to rescue survivors and take in tow a third mine sweeper. Maneuvering his command skillfully throughout this operation in unswept and densely mined waters, he returned effective gunfire against enemy shore batteries until his division and tow had reached safe waters. In the following days, he continued to lead his division in the task of sweeping mined areas until an anchorage and a channel had been cleared to the landing beaches, thereby contributing essentially to the success of naval operations in the Wonsan area.

* VOGEL, Raymond Wm., CDR, USN (posthumously): As a fighter pilot and Commander Air Group 11, attached to USS *Philippine Sea*, in action against enemy forces in the vicinity of Seoul, Korea, on 19 Aug 1950, Commander Vogel led his *Corsair* and *Skyraider* aircraft in a strike on a strongly defended bridge which constituted a vital link in the land communications of the enemy. Pressing home his attack in the face of heavy antiaircraft fire, he obtained the first direct bomb hit on the bridge which had withstood repeated earlier bombing attacks. Despite the hazards of continuing the attack, he made a second run to silence and divert the fire of an adjoining antiaircraft position. While thus protecting the other aircraft in his group, Commander Vogel's plane was fatally hit and set ablaze.



First award:

* AUSTIN, Bernard L., CAPT, USN: As Commander Service Squadron Three operating in logistical support of the Seventh Fleet and Joint Task Force Seven during operations in the Korean area from 10 July 1950, to 8 Feb 1951, Captain Austin demonstrated foresightedness and expert planning which

enabled the mobile logistics force under his command to meet the heavy demands of the Fleet during a period of rapid expansion and continual deployment of our operating forces. By his performance in maintaining adequate stock levels of all classes of materials, in expeditiously delivering vitally needed supplies and in making constantly available excellent repair and maintenance service in the combat area, he was instrumental in enabling our combatant forces to remain at sea over prolonged periods while conducting uninterrupted attacks against the enemy.



SILVER STAR MEDAL

Gold star in lieu of second award:

* SMITH, Edwin P. Jr., LTJG, USN: CO Underwater Demolition Team One during assault landings at Inchon, Korea, 15 Sept 1950.

First award:

* BAGGIO, Fioramante G., HM3, USN: Corpsman attached to a Marine Rifle Company, Seventh Marines, First Marine Division, Reinforced, in action against enemy forces in Korea on 27 and 28 Nov 1950.

* BOND, Richard A., HM1 USN: Corpsman attached to a Marine Infantry Battalion, First Marine Division, Reinforced, in action against enemy forces in Korea on 10 Dec 1950.

* DAVIES, Henry E. Jr., LTJG, USN: Executive officer of *uss Pirate* during minesweeping operations in densely mined waters off Wonsan, Korea, on 12 Oct 1950.

* DOSS, Clarence T. Jr., CDR, USN: As Commander LSR Division 11 in action against enemy forces in Korea on 15 Sept 1950.

* FIELDING, Teddy R., LTJG, USN: Attached to Underwater Demolition Team One during a night reconnaissance mission behind enemy lines on the west coast of Korea, on 25 Aug 1950.

* GRIFFIN, Cornelius J., LTJG (ChC), USN: Attached to the Second Battalion, Seventh Marines, First Marine Division, in action against enemy forces in Korea from 2 to 8 Nov 1950.

* HOPE, Richard L., HM2, USN: Corpsman attached to a Marine Infantry Battalion of the First Marine Division, Reinforced, in action against enemy aggressor forces in Korea on 2 Oct 1950.

* LEGARIE, Warren G., HM1, USN: Corpsman serving with a Marine Artillery Battalion in the First Marine Division, Reinforced, in action against enemy forces in Korea on 7 Dec 1950.

* McLEAN, William H., HM3, USNR: Corpsman serving with a Reinforced Rifle Company in the Seventh Marines,

First Marine Division, Reinforced, in action against enemy forces in Korea from 27 Nov to 2 Dec 1950.

* MITCHELL, Twyman "D", HM3, USNR: As company corpsman serving with a Marine Infantry Company, First Marine Division, Reinforced, Fleet Marine Force, in action against enemy forces in Korea on 7 Dec 1950.

* RAY, Charles "S", HM3, USN: Corpsman serving with a Marine Infantry Battalion in the First Marine Division, Reinforced, in action against enemy forces in Korea on 6 Dec 1950.

* SHAW, William H., LT, USNR (posthumously): Special interpreter and liaison officer attached to the First Marine Division, Reinforced, in action against enemy forces in Korea on 22 Sept 1950.

* TRENT, William S., HM1, USNR: Corpsman attached to a Marine Artillery Battalion, Eleventh Marines, First Division, Reinforced, in action against enemy forces in Korea on 4 Dec 1950.

* YACKLEY, Edward C., HM2, USNR: Corpsman attached to a Marine Artillery Battalion, Eleventh Marines, First Marine Division, Reinforced, in action against enemy forces in Korea on 4 Dec 1950.



LEGION OF MERIT

Gold star in lieu of third award:

* HERING, Eugene R. Jr., CAPT, MC, USN: Medical Officer of the First Marine Division, Reinforced, Fleet Marine Force, during operations against enemy forces in Korea from 5 Sept to 2 Nov 1950.

Gold star in lieu of second award:

* DUKE, Irving T. CAPT, USN: CO of *uss Missouri* (BB63) and CO of a task group for gunfire support in action against enemy forces in the Korean area from 15 Sept 1950 to 28 Feb 1951.

* GRANT, Etheridge, CAPT, USN: Commander Fleet Air Wing One during operations against enemy forces in Korea from 17 Jun 1950, to 28 Feb 1951.

* ROEDER, Bernard F., CAPT, USN: Commander Task Element 95.21 during operations against enemy forces at Wonsan Harbor, Korea, from 16 to 22 Feb 1951.

First award:

* COLEMAN, Walter D., CAPT, USN: Chief staff officer on the staff of Commander Service Squadron Three engaged in support of U.S. naval vessels operating against enemy forces in the Korean area from 15 Jul 1950, to 28 Feb 1951.

* CRAVEN, John H., LCDR, USN: Chaplain of the Seventh Marine Regiment,

First Marine Division, Reinforced, during operations against enemy forces in Korea from 28 Nov to 10 Dec 1950.



DISTINGUISHED FLYING CROSS

First award:

* BAGWELL, Ralph M., LCDR, USN (missing in action): Pilot of an attack bomber plane and CO of Attack Squadron 35, attached to *uss Leyte*, in action against enemy forces in Korea from 11 Oct to 12 Dec 1950.

* BATSON, Roland R., Jr., LTJG, USN (missing in action): Pilot of a dive bomber plane in Attack Squadron 35, attached to *uss Leyte*, in action against enemy forces in Korea on 11 Nov 1950.

* BROWN, Jesse L., ENS, USNR (posthumously): Fighter pilot and section leader in Fighter Squadron 32, attached to *uss Leyte*, in action against enemy forces in the Korean area from 12 Oct to 4 Dec 1950.

* BROWN, William E., ENS, USN: Pilot of a fighter plane in Fighter Squadron 53, attached to *uss Valley Forge*, in action against enemy forces in Korea from 18 Jul to 25 Sept 1950.

* HARRIS, Evan C., ENS, USNR (missing in action): Pilot of an attack bomber plane in Attack Squadron 195, attached to *uss Princeton*, during operations against enemy forces in Korea on 28 Jan 1951.

* MERNER, Marcus P., LT, USN (missing in action): Pilot of a fighter plane in Fighter Squadron 192 in action against enemy forces in Korea on 28 Jan 1951.

* NOONAN, William D., ENS, USN (posthumously): Pilot in Attack Squadron 115, attached to *uss Philippine Sea*, in action against enemy forces in Korea from Aug to 17 Oct 1950.

* STUFFLEBEEM, John D., LTJG, USN: Plane commander of a transport plane attached to the Japan detachment of Air Transport Squadron 21 in connection with operations against enemy forces in Korea from 29 Sept to 9 Dec 1950.



BOOKS:

A STATESMAN'S DIARY HEADS MONTH'S LIST

SEVERAL IMPORTANT non-fiction books are now on tap for Navy men ashore and afloat along with a number of lighter works selected by BuPers. Here are some of the best of the current crop:

★ ★ ★

• *The Forrestal Diaries*, edited by Walter Millis; Viking Press.

Soon after James Forrestal resigned as the nation's first Secretary of Defense, he had his confidential diaries sent to the White House for safekeeping. Several months after he died, the 15 loose-leaf notebooks were examined by representatives of his estate, the White House and Defense Department—with a view toward publication. A few highly secret documents were removed and, early in 1950, the task of compiling and editing began.

Publication of the diaries at this time seems singularly appropriate. The words of the late public servant provide a remarkable and invaluable insight into the machinations of government, the maneuvering of foreign powers. They shed light on officialdom here and abroad. They clearly outline the unification program and its many ramifications. And, of

course, they offer a close glimpse of Forrestal the man.

The editor and his collaborator, E. S. Duffield, have added much background material and supplemented the diaries with letters and other documents to make the picture even more complete. Their work has been done in a factual, straightforward manner.

As a result, the book makes fascinating reading. It is a "must" for all who are interested in the development of our national defense program and in the influences—both internal and external—that have tempered its development.

★ ★ ★

• *The United States and Turkey and Iran*, by Lewis V. Thomas and Richard N. Frye; Harvard University Press.

This book is particularly timely today because of the strategic importance of Turkey and Iran—both of which figure prominently in the news from day to day.

Both men know their subjects. Mr. Thomas, who discusses Turkey, spent a number of years in that country and now teaches the Turkish language and history at Princeton. Mr. Frye, who tackles Iran, was in the land of the Persians during World War II and in 1948. He also served as a research analyst for the Near East section of the Office of Strategic Services.

While the title may imply "dry" reading to the casual library browser, the pages within the covers are not dry. The book is not primarily a political treatise. It deals with the people and their land, the geography, agriculture, industry, art, religions, government.

The book is written in a clear and interesting manner, and is recommended as another source of background material on world affairs today.

★ ★ ★

• *The Quest of the Schooner Argus*, by Alan Villiers; Charles Scribner's Sons.

Each year a fleet of over 30 ships leaves Portugal for a trip to the Grand Banks and Davis Straits in quest of codfish. In 1950, the author—who has spent much of his life at

sea—accompanied the fishermen on the six months' voyage. Sailing in the schooner *Argus*, he observed the life of these rugged men and experienced some of the hardships they endure year after year.

If you think you've got it tough, sailor, then look over this typical day in the life of a dory fisherman: Arising at four in the morning—often in a cold, oppressive rain—he launches his frail craft from the mother ship. If he's lucky, he may return around noon with a dory full of fish. If not, he'll toil for a good 12 hours until the "recall flag" is flown, calling the fisherman back. After battling an unpredictable sea to keep from getting swamped, he finally gets his catch loaded aboard the mother vessel. His dory is then hauled aboard and nested with 40 or 50 others for the night.

But his work is not yet done. After a hasty meal, all hands must turn to and clean and salt the fish. If the work moves swiftly, the fisherman may get four hours' sleep before it's time to launch the dory again. A top-flight fisherman may earn as much as \$970 on a cruise this way.

The author tells us it is traditional for each man to have a "tot" of brandy if he wants it before he sets sail in his one-man craft. It is also traditional that the life-saving gear is never used; if a man's dory can't save him, nothing can.

Although completely devoid of humor, Mr. Villiers' interesting book—his 11th—should hold the interest of most Navy men. Fifty-four photographs, taken by the author, add much to the book's enjoyment.

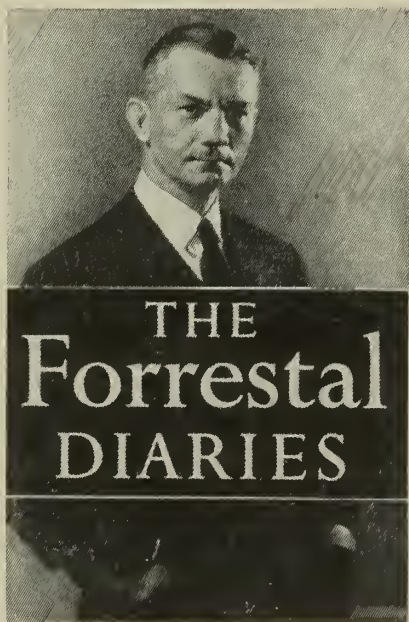
★ ★ ★

• *King's Arrow*, by Joseph Patrick; J. B. Lippincott Company.

Mr. Patrick's first novel is one full of salt and smuggling, treachery and love.

It is the story of Stephen Pearse, a medical student who is pressed into the British Royal Navy during the American colonial period; of his desertion and entry into the business of smuggling; of the torch he carries for Deborah Lewis and her torch for him; of suave Richard Neville, John Hancock and others. Mingled with the personal affairs of the main characters, is the mounting pro-revolutionary fever among the colonists.

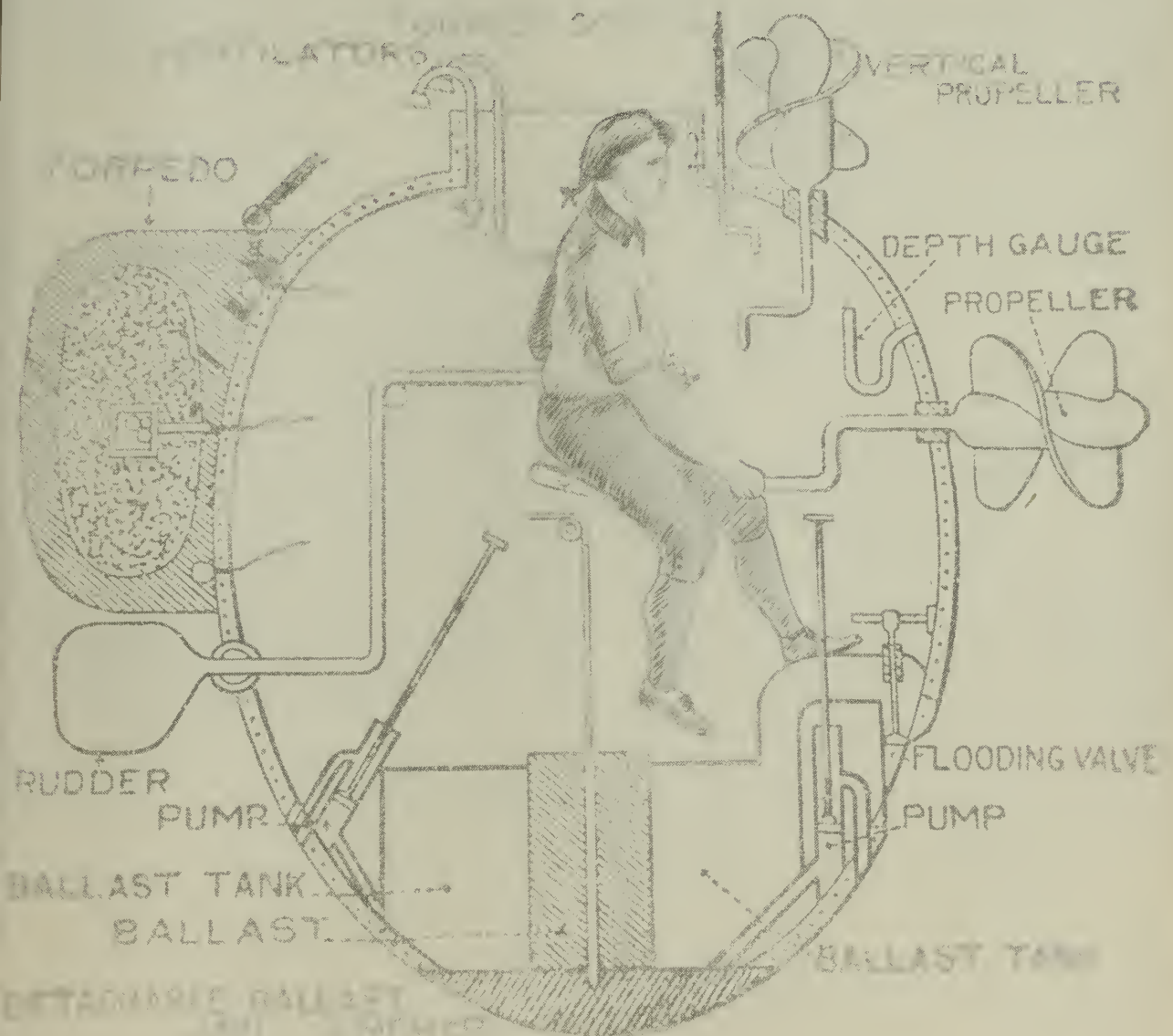
Action and intrigue are the order of the day, what with floggings, duels, minor rebellions and other swash-buckling fare. Pleasant light reading.



CURT COMMENTS scribbled into a worn notebook by an observant man add footnotes to the pages of history.

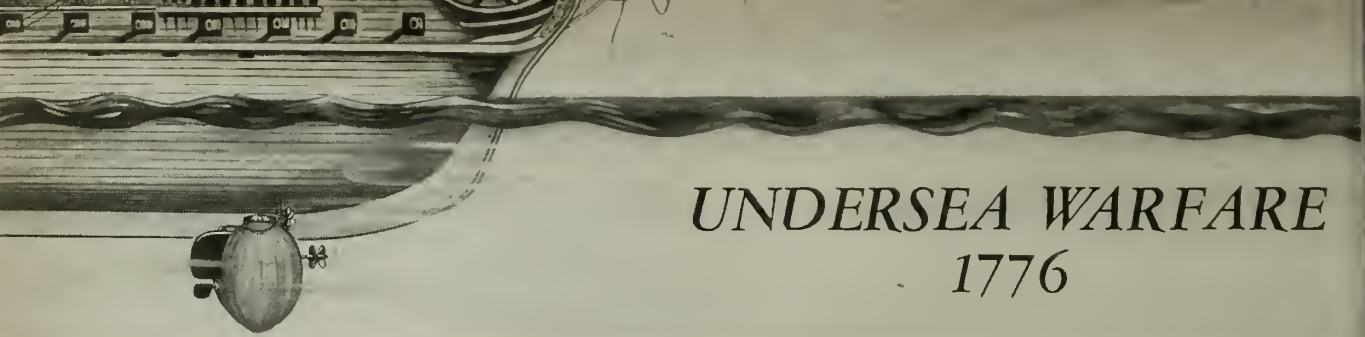
UNDERSEA WARFARE

1776



SUBMARINES AND MINES

An account by the inventor himself, David Bushnell, of America's first submarine, Turtle, which made its debut in combat against HMS Eagle in the War of Independence, and another invention of Bushnell, the floating mine, which won fame in the "Battle of the Kegs"



UNDERSEA WARFARE

1776

America's first submarine fought in the Revolutionary War. Invented by David Bushnell, it was completed in 1775 and was used to attack HMS Eagle in New York harbor. Operated by Ezra Lee, a sergeant in the American army, the submarine Turtle found its target under water. The attack failed, however, because the screw to which an explosive torpedo was to be attached was not sharp enough to penetrate the hull of the enemy vessel.

No one knows who first invented an operable submarine. Alexander the Great is said to have been interested in submarine navigation, and during the 13-14th centuries studies were made of underwater attacks against vessels. There were several submarine inventions by the early part of the 17th century.

A pioneer and a man of foresight, Bushnell was still too far ahead of his times for his underwater vessel to be a military success, although it did work. And it was one of the first (if not the first) vessels of this type to be used in combat.

Bushnell also invented a floating mine, which might have achieved a great victory against the British fleet moored in the Delaware River, except for a miscalculation in timing and weather. An interesting discussion of the inventions of Bushnell and other early pioneers in this field is contained in a book published in 1869, Submarine Warfare, Offensive and Defensive, by Lieutenant Commander J. S. Barnes, USN.

The following extract is from Bushnell's own account of his submarine and mine inventions, contained in a letter Bushnell sent in October 1787 to Thomas Jefferson, who was then Minister Plenipotentiary of the United States at Paris. This account was later presented before the American Philosophical Society in June 1798.

IN THE FIRST essays with the submarine vessel, I took care to prove its strength to sustain the great pressure of the water, when sunk deep, before I trusted any person to descend much below the surface. I never suffered any person to go under water without having a strong piece of rigging made fast to it, until I found him well acquainted with the operations necessary for his safety.

After that I made him descend and continue at particular depths without rising or sinking; row by the compass; approach a vessel; go under her, and fix the woodscrew into her bottom, etc., until I thought him sufficiently expert to put my design into execution. I found, agreeably to my expectations, that it required many trials to make a person of common ingenuity a skillful operator.

The first operator I employed [my brother] was very ingenious, and made himself master of the business,

but was taken sick in the campaign of 1776, at New York, before he had an opportunity to make use of his skill, and never recovered his health sufficiently afterwards.

* * *

The external shape of the submarine vessel bore some resemblance to two tortoise shells of equal size, joined together. The inside was capable of containing the operator, and air sufficient to support him thirty minutes, without receiving fresh air.

At the bottom, opposite to the entrance, was fixed a quantity of lead for ballast. At one edge, which was directly before the operator, who sat upright, was an oar for rowing forward or backward. At the other edge was a rudder for steering.

An aperture, at the bottom, with its valve, was designed to admit water for the purpose of descending, and two brass forcing-pumps served to eject the water within, when necessary for ascending. At the top there was likewise an oar, for ascending or descending, or continuing at any particular depth.

A water gauge or barometer determined the depth of descent; a compass directed the course, and a ventilator within supplied the vessel with fresh air, when on the surface.

The entrance into the vessel [from the top] was elliptical, and so small as barely to admit one person. This entrance was surrounded by a broad elliptical iron band, the lower edge of which was let into the wood whereof the body of the vessel was made, in such a manner as to give its utmost support to the body of the vessel against the pressure of the water.

Above the upper edge of this iron band there was a brass crown or cover, resembling a hat with its crown and brim, which shut water tight upon the iron band. The crown was hung to the iron band with hinges, so as to turn over sideways when opened. To make it perfectly secure when shut, it might be screwed down upon the band by the operator, or by a person without.

There were in the brass crown three round doors, one directly in front and one on each side, large enough to put the hand through. When open they admitted fresh air. Their shutters were ground perfectly tight into their places with emery, and were hung with hinges and secured in their places when shut.

There were likewise several glass windows in the crown for looking through and for admitting light in the daytime, with covers to secure them. There were two air pipes in the crown; a ventilator which drew fresh air through one of the air pipes, and discharged it into the lower part of the vessel.

The fresh air introduced by the ventilator expelled the impure air through the other pipe. Both air pipes

were so constructed that they shut themselves, whenever the water rose near their tops, so that no water could enter through them. They opened themselves immediately after they rose above the water.

The vessel was chiefly ballasted with lead fixed to its bottom. When this was not sufficient, a quantity was placed within, more or less, according to the weight of the operator. Its ballast rendered it so solid that there was no danger of its oversetting.

The vessel, with all its appendages and the operator, was of sufficient weight to settle it low in the water. About two hundred pounds of the lead, at the bottom for ballast, could be let down forty or fifty feet below the vessel. This enabled the operator to rise instantly to the surface of the water in case of accident.

When the operator desired to descend, he placed his foot upon the top of a brass valve, depressing it, by which he opened a large aperture in the bottom of the vessel, through which the water entered at his pleasure. When he had admitted a sufficient quantity, he descended very gradually. If he admitted too large a quantity, in order to obtain an equilibrium, he ejected as much as was necessary by the two brass forcing-pumps, which were placed at each end.

Whenever the vessel leaked, or he desired to ascend to the surface, he also made use of these forcing-pumps. When the skilful operator had obtained an equilibrium, he could row upward or downward, or continue at any particular depth, with an oar placed near the top of the vessel, formed upon the principle of the screw, the axis of the oar entering the vessel. By turning the oar in one direction he raised the vessel, by turning it the other way he depressed it.

A glass tube, eighteen inches long and one inch in diameter, standing upright, its upper end closed, and its lower end, which was open, screwed into a brass pipe, through which the external water had a passage into the glass tube, served as a water-gauge or barometer. There was a piece of cork, with phosphorus on it, put into the water-gauge, condensing the air within, and bearing the cork on its surface. By the light of the phosphorus, the ascent of the water in the gauge was rendered visible, and the depth of the vessel ascertained by a graduated scale.

An oar, formed on the principle of the screw, was fixed in the fore part of the vessel; its axis entered the vessel, and, being turned in one direction, rowed the vessel forward; but being turned in the other, rowed backward. It was constructed to be turned by the hand or foot.

A rudder to the hinder part of the vessel, which commanded it with the greatest ease, was made very elastic, and might be used for rowing forward. The tiller was within the vessel, at the operator's right hand, fixed at a right angle on an iron rod which passed through the vessel.

A compass marked with phosphorus directed the course above and under the water.

The body of the vessel was made exceedingly strong; a firm piece of wood was framed parallel to the diameter, to prevent the sides from yielding to the great pressure of the water in a deep immersion. This piece of wood was also a seat for the operator.

Every opening was well secured. The pumps had two sets of valves. The aperture at the bottom for admitting water was covered with a plate perforated full of holes,

to receive the water and prevent anything from closing the passage or stopping the valve from shutting. The brass valve might likewise be forced into its place with a screw.

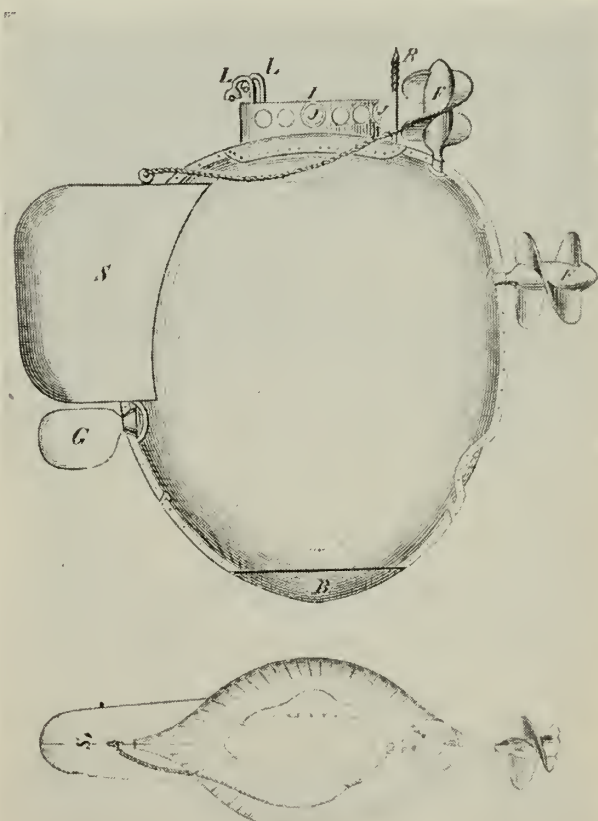
The air-pipes had a kind of hollow sphere fixed round the top of each, to secure the air-pipe valves from injury. These hollow spheres were perforated full of holes for the passage of air through the pipes; within the air-pipes were shutters to secure them, should any accident happen to the pipes or the valves on their tops. All the joints were exactly made, and were water-tight.

Particular attention was given to bring every part necessary to performing the operation, both within and without the vessel, before the operator, so that everything might be found in the dark. Nothing required the operator to turn to the right hand or the left.

In the fore part of the brim of the crown of the vessel was a socket, and an iron tube passing through the socket; the tube stood upright, and could slide up and down six inches. At the top of the tube was a wood-screw, fixed by means of a rod, which passed through the tube and screwed the wood-screw fast upon the top of the tube.

By pushing the wood-screw up against the bottom of a ship, and turning it at the same time, it would enter the planks. When the wood-screw was firmly fixed, it could be cast off by unscrewing the rod which fastened it upon the top of the tube.

Behind the vessel was a place, above the rudder, for carrying a large powder magazine. This was made of two pieces of oak timber, large enough, when hollowed out, to contain an hundred and fifty pounds of powder,



BUSHNELL's 1776 submarine was manually propelled.

UNDERSEA WARFARE 1776

with the apparatus used in firing it. A rope extended from the magazine to the wood-screw above mentioned. When the wood-screw was fixed and was to be cast off from its tube, the magazine was to be cast off likewise, leaving it hanging to the wood-screw. It was designed to be lighter than water, so that it might rise up against the object to which the screw and itself were fastened.

Within the magazine was a clock, constructed to run any proposed length of time under twelve hours; when it had run out its time, it unpinioned a strong lock, resembling a gun lock, which gave fire to the powder. This apparatus was so pinioned that it could not possibly

move till, by casting off the magazine from the vessel, it was set in motion.

The skilful operator could move so low over the surface of the water as to approach very near a ship in the night without fear of being discovered, and might, if he chose, approach the stem or stern with very little danger. He could sink very quickly, keep at any necessary depth, and row a great distance in any direction he desired without coming to the surface. When he rose to the surface he could soon obtain a fresh supply of air, and, if necessary, he might then descend again and pursue his course.

* * *

The first experiment I made [to prove the nature and use of a submarine vessel] was with about two ounces of powder, which I exploded four feet under water, to prove to some of the first personages in Connecticut that powder would take fire under water.

The second experiment was made with two pounds of powder, enclosed in a wooden bottle, and fired under a hogshead, with a two-inch oak plank between the hogshead and the powder; the hogshead was loaded with stones, as deep as it could swim. A wooden pipe, descending through the lower head of the hogshead and through the plank into the powder, contained in the bottle was primed with powder.

A match put to the priming exploded the powder with a very great effect, rending the plank into pieces, demolishing the hogshead, and casting the stones and ruins of the hogshead, with a body of water, many feet into the air, to the astonishment of the spectators.

* * *

After various attempts to find an operator to my wish, I sent one [Ezra Lee] who appeared more expert than the rest from New York, to a fifty-gun ship, of the British enemy fleet lying near Governor's Island. He went under the ship [HMS *Eagle*] and attempted to fasten the wood-screw into her bottom, but struck, as he supposes, a bar of iron.

Not being well skilled in the management of the vessel, in attempting to move to another place, he lost the ship, and after seeking her in vain for some time, he rowed some distance and rose to the surface of the water, but found daylight had advanced so far, that he durst not renew the attempt.

On his return from the ship to New York, he passed near Governor's Island, and thought he was discovered by the enemy; he cast off the magazine.

After it had been cast off one hour, the time the internal apparatus was to set to run, it blew up with great violence.

Afterwards, there were two attempts made against the enemy in Hudson's River, above the city, but they effected nothing. Soon after this the enemy went up the river, and pursued the vessel which had the submarine boat on board, and sunk it with their shot.

Though I afterwards recovered the vessel, I found it impossible to prosecute the design any further. I had been in a bad state of health from the beginning of my undertaking, and was now very ill. The situation of public affairs was such, that I despaired of obtaining the public attention and assistance necessary. I therefore gave over the pursuit for that time and waited for a more favorable opportunity, which never arrived.

* * *

In the year 1777, I made an attempt from a whale-boat

Subs Interested George Washington

One man who was very much interested in Bushnell's invention was the commander-in-chief of the youthful U.S.A.'s armed forces, George Washington. The following extract is from a letter which General Washington sent to Thomas Jefferson, dated Mount Vernon, 26th September, 1785. It points up the potentialities of Bushnell's submarine, and indicated Washington's keen perceptiveness in naval, as well as military, weapons and problems.

I am sorry that I cannot give you full information respecting Bushnell's projects for the destruction of ships . . . Bushnell is a man of great mechanical powers, fertile in inventions and master of execution. He came to me in 1776, recommended by Governor Trumbull and other respectable characters, who were converts to his plans. Although I wanted faith myself, I furnished him with money and other aids to carry his plan into execution. He labored for some time ineffectually, and, though the advocates for his schemes continued sanguine, he never did succeed. One accident or another always intervened. I then thought, and still think, that it was an effort of genius, but that too many things were necessary to be combined to expect much from the issue against an enemy who are always upon guard.

That he had a machine so contrived as to carry him under water at any depth he chose, and for a considerable time and distance, with an appendage charged with powder, which he could fasten to a ship, and give fire to it in time sufficient for his returning, and by means thereof destroy it, are facts, I believe, which admit of little doubt. But then, where it was to operate against an enemy, it was no easy matter to get a person hardy enough to encounter the variety of dangers to which he would be exposed—first, from the novelty; secondly, from the difficulty of conducting the machine and governing it under water, on account of the current; and thirdly, from the consequent uncertainty of hitting the object devoted to destruction, without rising frequently above water for fresh observations, which, when near the vessel, would expose the adventurer to discovery, and to almost certain death. To these causes I always ascribed the failure of his plans, as he wanted nothing that I could furnish to insure the success of it. . . .

[Signed]

George Washington

THE BATTLE OF THE KEGS

Although Bushnell's submarine and floating mines did not accomplish what he intended them to, they had a certain effect against the enemy. Especially was this the case with his floating mines, also called torpedoes. But to the Revolutionary citizen they were known as the "kegs". The following account of Bushnell's kegs is reported in Annals of Philadelphia and Pennsylvania, 1844 edition.

Among the amusing incidents of the war, which sometimes cheered the heart amidst its abiding gloom, was that of the celebrated occurrence of the "Battle of the Kegs", at Philadelphia.

It began at early morn, a subject of general alarm and consternation, but at last subsided in matter of much merry-making among our American whigs, and of vexation and disappointment on the part of the British.

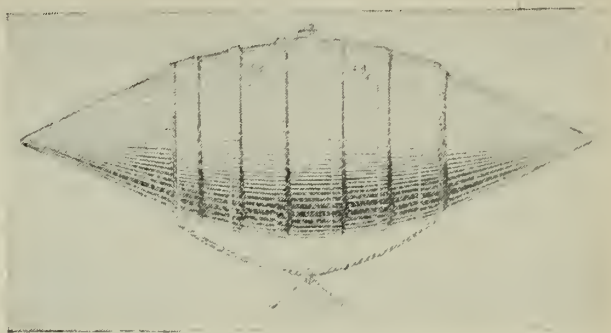
When the alarm of explosion first occurred, the whole city was set in commotion. The housekeepers and children ran to their houses generally for shelter, and the British everywhere ran from their shelters to their assigned places of muster. Horns, drums and trumpets sounded everywhere to arms with appalling noises. Cavalry and horsemen dashed to and fro in confusion.

The kegs which gave this dire alarm were constructed at Bordentown, and floated down the Delaware for the purpose of destroying the British shipping which all lay out in the stream moored in a long line, the whole length of the city.

The kegs were charged with gunpowder, and were to be fired and exploded by a spring-lock, the moment the kegs should brush against the vessel's bottom. The kegs themselves could not be seen—being under water; but the buoys which floated them were visible. It so happened, however, that at the very time (on January 7th, 1778) when the scheme was set in operation, the British, fearing the making of ice, had warped in their ships to the wharves, and so escaped much of the intended mischief.

The crew of a barge attempting to take one of them up, it exploded and killed four of the hands and wounded the rest. Soon all the wharves and shipping were lined with soldiers.

Conjecture was vague, and imagination supplied many "phantoms dire." Some asserted the kegs were filled



BARREL TORPEDOES were easily built and detonated.

with armed rebels, that they had seen the points of their bayonets sticking out of the bung-holes. Others said that they were filled with inveterate combustibles, which would set the Delaware in flames and consume all the shipping.

Others deemed them magic machines which would mount the wharves and roll all flaming into the city!

Great were the exertions of the British officers and men, incessant were the firings, so that not a chip or stick escaped their vigilance, [in their efforts to destroy the rebel kegs before they could damage the shipping].

We are indebted to the muse of Francis Hopkinson, Esq., for the following *jeu d'esprit* upon the occasion. I give an extract:

Those kegs I'm told the rebels hold,
Packed up like pickled herring;
And they've come down to attack the town
In this new way of ferrying.
"Arise, arise!" Sir Erskine cries;
"The rebels, more's the pity,
Without a boat, are all afloat
And ranged before the city."
The royal band now ready stand,
All ranged in dread array, sir.
With stomach stout to see it out,
And make a bloody day, sir.
Such feats did they perform that day,
Among those wicked kegs, sir,
That years to come, when they get home,
They'll make their boast and brag, sir.

against the [the enemy's] *Cerberus* frigate, then lying at anchor between Connecticut River and New London, by throwing [an exploding] machine against her side by means of a line.

The machine was loaded with powder to be exploded by a gun-lock, which was to be unpinioned by an apparatus, to be turned by being brought alongside of the frigate. This machine fell in with an enemy schooner at anchor, astern of the frigate and concealed from my sight. It was fired, and demolished the schooner and three men, and blew the only one left alive overboard, who was taken up very much hurt.

After this, I fixed several kegs under water charged with powder, to explode upon touching anything as they floated along with the tide.

I set them afloat in the Delaware, above the English shipping at Philadelphia, in December, 1777. I was unacquainted with the river and obliged to depend

upon a gentleman very imperfectly acquainted with that part of it, as I afterwards found. We went as near the shipping as we durst venture. I believe the darkness of the night greatly deceived him, as it did me. We set the kegs adrift, to fall with the ebb upon the shipping. Had we been within sixty rods, I believe they must have fallen in with the shipping immediately, as I designed; but as I afterwards found, they were set adrift much too far distant, and did not arrive until after being detained some time by the frost.

They advanced in the daytime in a dispersed situation and under great disadvantages.

One of them blew up a British boat with several persons in it, who imprudently handled it too freely, and thus gave the British that alarm which brought on the "Battle of the Kegs." The above submarine vessel, magazine, etc., were projected in the year 1771, but not completed until the year 1775.

TAFFRAIL TALK

THE FIRST American to fire a shot in the Korean conflict, according to a report received by ALL HANDS, was Richard L. Newhaver, now serving as a lieutenant in the Navy. On 25 June 1950 Newhaver, as a civilian adviser to the South Korean Air Force, was working at Kimpo Airfield, near Seoul.

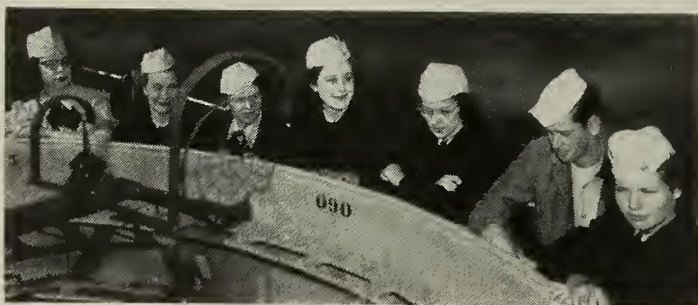
There were 10 unarmed ROK training planes at the airfield when two Communist planes came over at 1125. "They didn't open fire until their third pass over the field," Newhaver says. "We quickly mounted two 30-caliber machine guns, one of them manned by Koreans, on the administration building roof, and began fighting back. The planes turned tail when we started spitting lead, but returned later six strong."

Newhaver and Korean volunteers stayed at their makeshift gun emplacements for 48 hours, shooting at the attackers until a plane arrived to evacuate them to Japan.

Two hours after the plane took off, the North Koreans poured across the airfield, the largest in ROK. Newhaver, who had served in World War II, left Japan for the United States, only to return to the Korean theater three months later and continue fighting the Communists, this time in Navy uniform.

★ ★ ★

The prettiest crews in the annals of the Naval Gun Factory sailed down the Potomac recently, when two groups of 40 Waves participated in weekend training cruises.



It was only proper that the Navy ship picked to carry the smart-looking trainees is herself a glamor queen, having passed screen tests for Hollywood and appearing in the movies as *uss Teakettle*. As a Navy vessel she goes under the name of PC-1168, a patrol craft. The Waves received a brief indoctrination from the regular crew in gunnery, engineering, radar operation and fire fighting.

★ ★ ★

"Please send *Samuel Roberts* back to Liverpool," says a letter addressed to Naval Headquarters, Washington, U.S.A., and forwarded, appropriately enough, to ALL HANDS.

The senders of the correspondence were 10 young ladies from Bootle, and 24 "friends from the Conservative Club." They were referring to *uss Samuel B. Roberts* (DD 823), with highly complimentary remarks about our sailors. "My friends and I have never met nicer boys," says one of the writers. "They have such good manners—they are a credit to the U.S.A."

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 21 May 1951, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Two sailors serving in USS Salem (CA 139), flagship of the U.S. Sixth Fleet in the Mediterranean, paint the flagstaff on the fantail during a visit to Istanbul, Turkey. In background is USS Columbus (CA 74). ➔



WHEREVER YOU ARE



YOU ARE PART OF AMERICA

2083418

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

NAVPERS-O

DECEMBER 1951





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

DECEMBER 1951

Navpers-0

NUMBER 418

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• FRONT COVER: Symbolic of the Christmas season, the glee club of USS *Toledo* sings at Sunday services conducted on the fantail of the heavy cruiser while in port at Pusan, Korea.

• AT LEFT: Always on the alert, gun crews of USS *New Jersey* take a turn at a gunnery sleeve being towed by a plane.

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated. Photos pages 24-26, Coast and Geodetic Survey.



Takes a Good Sailor to Be a Submariner

MEN—GOOD MEN—are needed for the "Silent Service."

The term "Silent Service" refers, of course, to submarines, the sleek undersea fighters the Navy is counting on to play an important role in any future trouble. To man these underwater boats, the submarine service is always on the lookout for smart, healthy, eager young men. Already an increased slice of Navy manpower is going to submarines.

A man joining the submarine service today will find that even more than in other fields submarines have become a specialized weapon. The post-war period has spawned an entirely new breed of boats—the radar picket submarine, the anti-submarine submarine, the minelaying submarine, the cargo carrying submarine, the oiler submarine and the personnel carrying submarine.

And complex. It is generally

agreed that the modern submarine is the most complex and closely knit piece of machinery that has ever been made to float. And as if these boats aren't complicated enough, it looks as though an atomic-powered submarine is just around the corner.

With specialization like this, submarines need a special type of sailor to man them. Let's take a look at the submarine Navy as a whole. Maybe that's the kind of life you were born for.

A submarine is an intricate, complicated and precise machine. It's a very effective machine for its pur-

poses, but rather vulnerable. Because the crew simply can't afford to make mistakes, special considerations are given in selecting submarine crews. High physical standards must be met, and other considerations as well: emotional maturity and stability, and freedom from any hint of mental disorder.

Still, submarine medical authorities say, no one needs to be a superman to fit into a submarine crew. A good submariner is a man who is average—or somewhat above average—in intelligence. He is strong, healthy, and well adjusted, emotionally and temperamentally. He must be able to get along with himself and his companions. Also, he must *want* to be a submarine man. That's important.

Although submarine men are only a little bit unusual, their ship is like nothing else on, or in, the sea. To

**Food Is Good, Pay Is Tops
But You Don't Step Out
For Air When 200 Feet Below**

begin with, you have a cigar-shaped steel vessel that just barely floats at any time. At certain points within it are ballast tanks which can be filled with water to prevent the vessel from floating at all. Also within this narrow hull is machinery and materiel in amazing quantity.

Storage batteries and diesel-oil tanks nestle on top of the keel. Forward is a torpedo room with torpedo tubes and spare tin fish, and all the way aft is another. Somewhere between, there must be found room for propulsion machinery, galley facilities, wardroom space, CPO quarters, crew's mess and innumerable controls and gauges.

This is always accomplished somehow, but a sub's interior invariably gives the impression that there's not room for as much as one more valve wheel. Bunks hang an inch above long, gleaming torpedoes; a ponderous chain hoist swings a hand's breadth from the head of a sleeping sailor. Everywhere extend pipes which carry water, compressed air, fuel oil, lubricating oil, and hydraulic fluid.

Somewhere in this maze of steel, copper, rubber and lead, there's enough room for perhaps 70 men—and for the water they'll drink, the food they'll eat and the clothes they'll wear. There's room for their toilet articles, a few books, and their correspondence material. Sometimes there's room for a midget-sized soda fountain—but that's all.

Topside you will find a narrow deck, between the planks of which you can see the pressure hull below. Some submarines have a deck gun up there, and a more or less permanent lifeline around the edges. Most new ones, for the sake of higher submerged speed, don't have much of anything there except the deck itself, and the conning tower—and sunlight and breezes. They have hatches, of course, for personnel and for loading stores and torpedoes. They have the slight bulge of the telephone buoy, and a small winch or two, a few cleats, and a lifeline which can be put up on occasion. But a sub's topside is usually pretty naked. A person doesn't go out on deck and stroll around, except in port or in a flat calm.

The newest attack submarines — greatly streamlined and nicknamed "guppies" (for greater underwater propulsion project)—can dive faster,



MAZE OF STEEL and instruments makes up a submarine's interior. Here a trainee steers one of the old subs while skipper works at his desk beyond.

come to the surface faster and stay under longer than any of the World War II submarines. The U. S. emphasizes this seakeeping ability in its undersea boats. *USS Pickerel* (SS 524) set a new record for submerged steaming in 1950 when the submarine cruised 5200 miles across the Pacific in 21 days with only the tip of her snorkel showing above the water.

Morale is usually top-notch in

submarine crews. Good morale goes hand in hand with good *esprit de corps*, the spirit of working together in close teamwork. More than in most ships, the success of a submarine's mission hinges as much on the crew's intelligent precision as on the captain's temperament and judgment.

It was *esprit de corps*, for example, that kept the courageous men of the mortally wounded submarine



BACK TO PORT from a patrol in Korean waters, crew members of *USS Tilefish* (SS 307) get a cheery aloha from three Pearl Harbor cuties on the pier.

Tang from succumbing to despair after their ship had been sent to the bottom of the sea in the very midst of a hostile Japanese formation. Despite blinding smoke from electric fires and jarring concussions from continuous poundings by A/S vessels on the surface above them, the heroic men in *Tang's* forward compartment never gave up. Eventually, eight of them escaped and lived.

How about a man's health when he hardly gets a glimpse of the sun in two months? How does it affect him?

A Navy doctor, an expert in undersea medicine, concedes that the submariner does indeed face special health problems unlike those of the surface sailor. Here are a few quotes from a speech he made recently:

"The principal illnesses of submarine personnel are—or may be attributed to—colds and constipation. To this pair may be added skin diseases.

"As regards colds, the usual chain of events begins with departure of the vessel on patrol with a crew containing a few individuals with recently acquired colds. Within 48 to 72 hours, colds are likely to spread through the crew with great rapidity. Before the end of a week, the number of colds usually goes down with equal rapidity. Probably the rapid spread is the result of close association in sleeping and working quarters. The absence of contact with any new infections, and oily character of the decks and machinery, no doubt influences the rapid decline of cold incidence. Resistance-acquirement also undoubtedly plays a significant role in the self-limitation of cold outbreaks."

The good doctor, a captain, went on to discuss in a dryly humorous manner another of the ailments mentioned:

"The constipation encountered in submarine crews is probably the result of a number of factors. The lack of physical exercise is one. The American trait of personal selection of starchy foods, despite a furnished balanced diet, is no doubt another. Some part, at least, must be due to a natural reluctance to visit, with any degree of regularity, a cold, clammy, cramped cubicle, the operation of which requires considerable mechanical aptitude." (Anyone who has visited a submarine head will know what he means.)

Continued the doctor, "The skin



DOWN THE HATCH — Submariners are taught to yell 'Coming Down!' to warn others they are on the way.

diseases observed in submarine personnel are mainly of the fungus type, affecting the feet, ears and other portions of the body—the feet most frequently. Heat rash is common. These maladies are most prevalent during sojourns in tropical areas, where heat and excess humidity are important factors."

The doctor, who was laying facts on the line, had something to say of snorkel subs, too:

"The snorkel tube, projecting above the surface of the water, is fre-

quently dipped under. It is fitted with a head valve, which closes to prevent flooding of the boat when this happens. However, with closure of the head valve, the vessel becomes a sealed container. Within it, the internal combustion engines, acting now as vacuum-producing compressors, continue to operate.

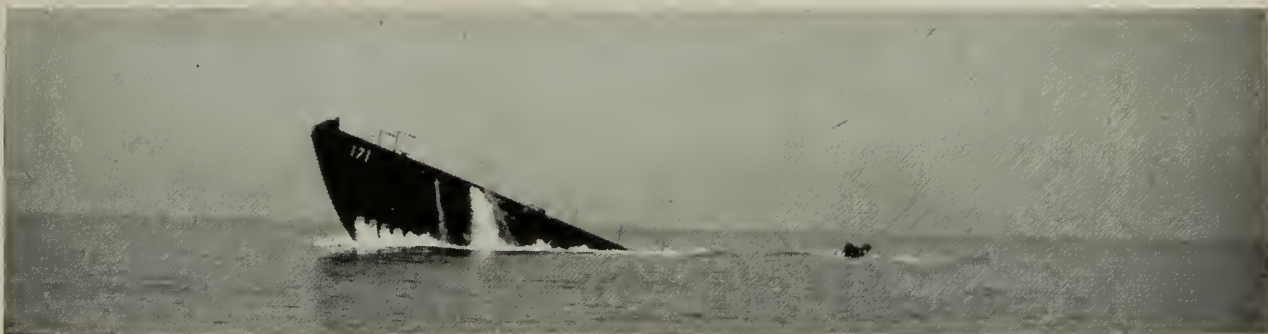
"The result is a decrease in atmospheric pressure, in all respects similar to that in ascending aircraft. Upon regaining the surface, the head valve opens and air rushes in the snorkel tube so that atmospheric pressure is reestablished within the compartments. Crew members with eustachian tube blockage will experience ear pain and often eardrum damage."

When a submarine is on extended operations or on patrol, day and night tend to lose all meaning to the crew. Men sleep in compartments where other men are working, and that means that lights must burn constantly. Except for people in the conning tower or at the periscope or on the bridge, the crew doesn't see sunlight. If the boat is lying or operating beyond periscope depth, nobody sees it. Still, a seasoned crew calmly eats, sleeps, stands its watches, does some reading, writes its letters—and life goes serenely on. Soon there's liberty again, whereupon the crew readily readjust themselves to the normalcy of night and day.

In time of war, operations are



CONTROLLERMEN in the maneuvering room have the important job of regulating the speed of the ship on orders over the annunciators from the conn.



SAVVY CREW, each man knowing what to do and when to do it, is a 'must' when bringing a sub up from depths.

more rugged, as should be expected. Much investigation was conducted during World War II to determine the best maximum length for a patrol, and to determine in how many consecutive patrols a person should take part. Fifty-four to 56 days were found to be long enough for a patrol, and three to four consecutive patrols were followed, wherever possible, by an extended rest period.

But to counterbalance an occasional broken eardrum (which will heal up in time), submarine sailors get hazardous duty pay of an extra \$50 a month. Another thing: submariners have more rated men than non-rated men; there are a lot of "sergeants" and but few "privates" in the underwater Navy. This fact tends to speed advancement.

But if there are greater chances for advancement in submarines, there is also a greater premium on knowing your job cold—and knowing a part of the next fellow's too. The electrician's mate, for example, must know how to fire the torpedo

tubes, the torpedoman how to charge the batteries. There are no spare men here—each member of a submarine's crew is a cog in the wheel and each cog must do its job perfectly if the organization is to function smoothly, efficiently, and above all, safely.

In number, machinists mates, electrician's mates and torpedomen predominate in the crew. These three groups make up roughly half an average boat's crew. Next comes radiomen and operators of the electronic gear, radarmen, sonarmen and electronic technicians. Three quartermasters, two ship's cooks, two stewards, one hospitalman, one gunner's mate, one yeoman and a number of firemen and seamen complete the complement.

For purposes of watchstanding, the crew is divided into three sections. All hands, with the exception of the captain, stand watches one in three, four hours on, eight off. Each section is set up to carry out emergency functions—diving, surfacing

and surfaced and submerged cruising. With the exception of routine cleaning and minor repair jobs, little work is done in a submarine at sea. Off duty, submariners amuse themselves sleeping, eating, reading and playing acey deucey.

How do you get submarine duty? In brief, here's the dope:

The course at the submarine school is eight weeks in length for enlisted men and six months for junior officers. For information on these courses, and on the qualifications and requirements, see *ALL HANDS*, January 1950, p. 42, and June 1950, p. 43. If those copies of *ALL HANDS* aren't available, or even if they are you can get the dope from BuPers Circ. Ltr. 97-48 (AS&SL, January-June 1948) for enlisted applicants. Application information for junior officers is currently given in BuPers Circ. Ltr. 166-51 (NDB, 30 Sept 1951). Also, see the article on page 56 of the May 1951 issue on who is eligible to apply for submarine training.



ON DUTY—Left: A plotter marks contact. Center: A talker passes an order. Right: An engineman adjusts the manifold.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **BEEF SHORTAGE** — During the current critical beef procurement situation, sailors will be seeing less and less beef in stateside mess halls.

No more boneless beef will be supplied for general mess in the continental limits of the U.S. after purchases and transfers now in process have been completed, according to Alnav 100-51 (NDB, 30 Sept 1951).

Existing stocks of beef are to be conserved for maximum utilization. Messes are urged to make use of the many substitutes in good supply such as veal, poultry, seafood, fresh and smoked pork items. Increased use of legumes, cheese and milk dishes is recommended.

While the directive does not apply to ships and stations outside the U.S., these activities are requested to cooperate in conservation of beef supplies.

• **FALSIFIED CLAIMS** — The Navy has received some claims for reimbursement for dependents' transportation which, upon investigation, indicated either that the claimed travel was not performed or, if performed, was not performed by all the persons named, or at the time and in the manner represented in the claim.

Instances of this nature suggest that some persons have not been fully informed as to the requirements of the law relating to such claims. The individual must make accurate claims. The consequences

Speedy Marine Outruns Explosion of Land Mine

There's a Marine in Korea who swears he outran an explosion.

Private First Class Eldon L. Stanley, of the First Marine Division, said he was dashing along a river bank to head off another Marine who was being swept down a turbulent stream—and who was subsequently rescued. As Stanley ran along, he stepped on a land mine, but he was making such good time that the explosion occurred behind him.

The blast threw him forward on his face. He clambered to his feet, unscratched, but somewhat "shook up."

of falsification are severe.

Travel for which payment is claimed must have been performed prior to the time of submission of the claim for reimbursement. Each person who performed travel for which reimbursement is claimed must be a qualified dependent as defined by Para. 7001, Chap. 7, *Joint Travel Regulations*.

Misrepresentation or concealment of facts may constitute a serious federal offense which can result in trial by court-martial or by a federal district court. Penalties may run as high as five years' imprisonment and a \$10,000 fine, states BuPers Circ. Ltr. 162-51 (NDB, 30 Sept. 1951).

• **NAPLES**—All Navy and Marine Corps personnel ordered to duty with naval activities in the Naples, Italy, area are directed to bring winter clothing to their new duty station. See page 46 for complete details on Naples and Rome.

While the climate of Naples is generally mild, the buildings are frequently cold, damp and poorly heated.

• **LEGAL DUTY** — Naval Reserve officer attorneys on active duty may now apply for legal duty.

In order to qualify, applicants must be admitted to practice before the highest court of a state or before a federal district court. Transfer to legal duties will not be effected until applicants complete their current period of obligated service. Therefore, applicants must agree to extend their period of active duty for 18 months from their normal date of release.

Additional details, including a suggested application form, are contained in BuPers Circ. Ltr. 174-51 (NDB, 15 Oct 1951).

• **CLASSIFIED MATTER**—The term "Security Information" must now appear on all classified matter as a specific identification in addition to the familiar category classification markings of *top secret*, *secret*, *confidential*, or *restricted*.

Alnav 107-51 (NDB, 30 Oct 1951) promulgates the above information, directed that the term "Security Information" be included at least once on each classified document and placed immediately below the category marking when practicable.

All classified matter originating since 27 Oct 1951 must follow the new marking procedure. Matter originated prior to this date need not be so classified.



PASS THIS COPY ALONG—Get into the Christmas spirit by seeing that 10 persons read this issue of *All Hands*.

This Cruiser Is Really A Home Away from Home

A "home away from home" is the motto of USS *Helena* (CA 75), now on her second tour of duty in the Far East since the beginning of the Korean conflict.

Proof of this is found in the number of reenlistments on board. Since *Helena* left the States in April 1951, 52 members have reenlisted—45 of them for six years.

As a result of the July service-wide advancement in rating exams, 66.49 percent of those participating have been advanced to pay grades E-4, E-5 and E-6. In addition, 111 men were advanced to pay grade E-3 in August and September. These figures show *Helena's* crewmen really know their jobs.

The sailors on board *Helena* don't work and study all the time, however. They have plenty of recreational activities in off-duty hours. Among these are movies, a library, a complete hobby shop, inter- and intra-divisional tournaments in cribbage, checkers, chess and pinochle. Sports activities, including a boxing team, are also part of the sailors' recreation schedule.

• **LDO PROMOTION** — Good news for LDOs with permanent appointments comes in the form of a Selection Board's findings which considered limited duty officers with permanent appointments for restoration and temporary promotion to the temporary grade and precedence to which they would have been entitled had they not accepted their LDO appointment.

LDOs recommended by the board will have these temporary appointments mailed to them.

The above information is contained in BuPers Circ. Ltr. 176-51 (NDB, 15 Oct 1951). This letter also contains the following additional information relative to LDO officers who are reappointed to higher temporary grade and lineal precedence under the provisions of Public Law 188, 77th Congress, as amended.

- They shall retain their LDO classification.
- They shall be subject to all provisions of law pertaining to LDOs including selection for promotion as

LDOs not above the grade of CDR and voluntary retirement upon the completion of 30 years of active Naval service.

• **INCOME TAX**—The Revenue Act of 1951 has changed the federal income tax law affecting both military and civilian personnel.

Income tax liability has been increased approximately two percent for calendar year 1951 and approximately 11½ percent for calendar year 1952. New withholding tables, increasing rates from 18 to 20 percent, apply to all compensation paid after 1 Nov 1951.

As announced earlier, Navymen—up to and including commissioned warrant officers—do not have to pay income tax on *pay earned for each month in a combat zone* between 24 June 1950 and 1 Jan 1954. Commissioned officers, in pay grade O-1 and above, may exclude up to \$200 of their income for each month in a combat zone during this period when computing their tax.

This "combat zone exclusion" has been extended to include pay earned during periods of hospitalization caused by wounds, disease or injury occurring while serving in a combat zone. This provision is retroactive to 24 June 1950.

Two other changes affecting naval personnel:

• Beginning with taxable year 1951, credit for a dependent is allowed for persons—otherwise qualified as dependents—if their gross income is less than \$600. In previous years, the maximum a dependent could earn, and be counted as a dependent for income tax purposes, was \$500.

• Gain from the sale of a taxpayer's principal residence is not taxable during the year of sale—except to the extent it exceeds the cost of a new principal residence, where the purchase of the new residence occurs within the period beginning one year prior to and ending one year after the date of sale of the old residence. The period is extended to 18 months in cases where in the taxpayer's new residence is under construction within the 12-month period.

BuSanda is preparing a *Federal Income Tax Information Pamphlet* which will be published soon. Meanwhile, additional details may be found in Alnav 108-51, (NDB, 31 Oct 1951).

QUIZ AWEIGH

Perhaps you can take time out from guessing what you'll get for Christmas, or do New Year's Eve, to guess the answers to this quiz.



1. Pictured here as a captain about eight years ago, this officer, now an admiral, serves as (a) Chief of Naval Personnel (b) Chief of Naval Operations (c) Judge Advocate General.

2. He was nominated to office by the (a) President (b) SecNav (c) Under SecNav.



3. The rating specialty mark (above, left) is worn by (a) builders (b) engineers (c) drivers.

4. The mark at the right designates (a) utilities men (b) mechanics (c) machinery repairmen.



5. The instrument through which this CPO is sighting is a (a) sextant (b) azimuth circle (c) stadimeter.

6. It is useful in maintaining a check on the bearing of a guide ship (b) ascertaining the distance of an object of known height (c) measuring the altitude of the sun.

ANSWERS TO QUIZ ON PAGE 53



Defense Duty in Iceland

NAVYMEN on liberty from their duties as members of the Iceland Defense Force have been seeing a lot of the island since the combined Army-Navy-Air Force group arrived late last spring. One thing they've learned is that the place is not as cold as the name indicates. In fact, Iceland mid-winters average out milder than those of 31 states. What's more, this island, often called "the land of frost and fire," is spotted with hot springs.

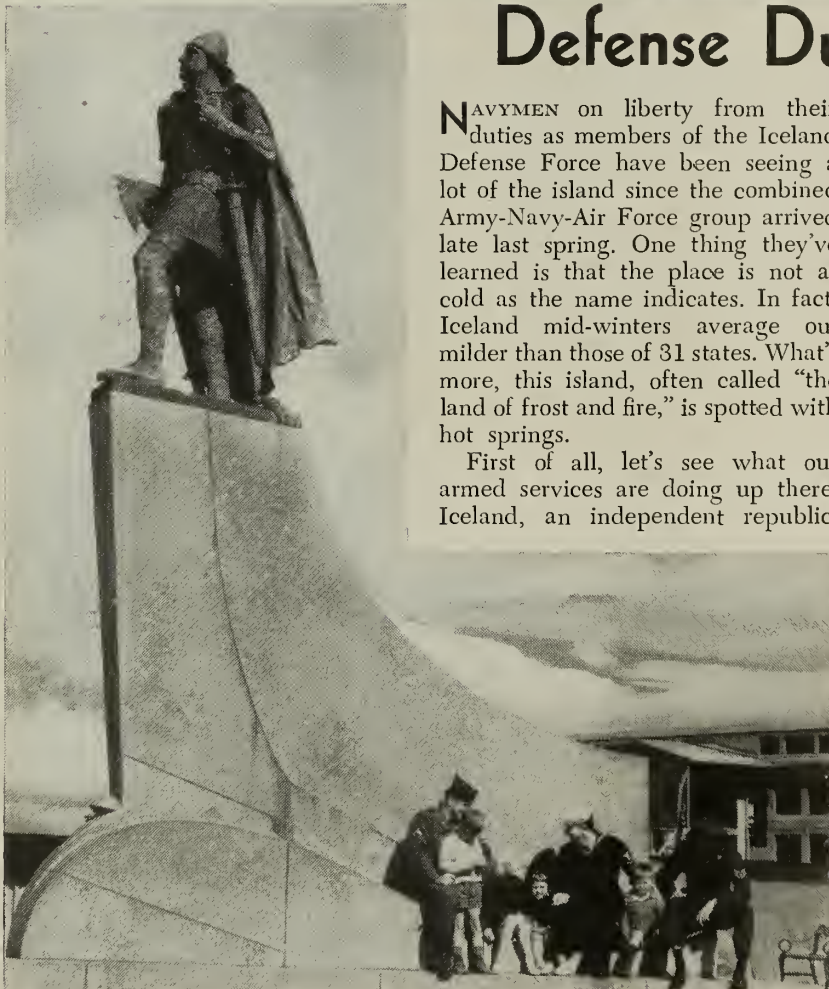
First of all, let's see what our armed services are doing up there. Iceland, an independent republic,

though roughly the size of Virginia and with a population of about 140,000, has no armed forces of its own. In 1946 Iceland joined the United Nations Organization and in 1949 she signed up as a member of the North Atlantic Treaty Organization. Under the provisions of that treaty the Iceland Defense Force is now in the island republic at the request of the Iceland Parliament. The nation became completely independent from Denmark in 1944.

In operational control of the defense force is Commander in Chief, U.S. Atlantic Fleet. The force's headquarters are located at Keflavik Airport near the southwest tip of the island.

Keflavik, one of the world's largest airports, lies 35 miles from Reykjavik (pronounced ray-kyah-veck), the capital and largest city of the island-republic. Navymen on liberty can go to Reykjavik by one of two ways—air or road. The first method takes 15 minutes; the second method takes little more than an hour.

Leaving the field and traveling in an east north-easterly direction over unpaved roads that pass over rolling fields of lava, the bus-riding liberty party gets its first glimpse of local living when it arrives at the little fishing village of Hafnarfjordur. Here, too, the party gets its first



HEROIC STATUE of Leif Ericson, early Norse explorer, serves as park bench for servicemen and kids. Top: A typical summer 'evening' over busy Reykjavik.

good look at Iceland's main economic resource—the fishing industry.

An old sawtooth house of ancient Icelandic design is one of the village's historic spots. Looking out over the fiord, it furnishes a definite landmark for fishermen returning from the fishing banks.

A few minutes ride over a paved road from Hafnarfjörður and the bus pulls into the main unloading station of Reykjavík. Automobiles being driven on the left side of the street point up the fact that Iceland is considered to be geographically a part of Europe. In other ways, though, it is much like America—Reykjavík, especially so.

Men of the liberty party strolling through the city see the inhabitants wearing dress that is decidedly American . . . stores handling and advertising American products . . . movie house marquees displaying pictures of stateside motion picture stars . . . book stores featuring the latest in American and European reading with Icelandic and English translations. Amazing as it seems, there are few in Reykjavík who do not speak at least a little English.

The city houses the seat of the Althing, first assembled in 930 AD, and the oldest parliament in the world. Iceland's constitution, adopted about three quarters of a century ago, was patterned partly after the USA's Declaration of Independence and France's Declaration of the Rights of man.

The city has several parks and a lake near the center of town. The most impressive park to Navy men is one dedicated to "Mothers." In its center is a statue of a mother holding a child. It is a sanctuary for mothers



GREAT GEYSER, the largest of its kind in the world, attracts a big crowd daily and is within liberty distance for servicemen of Iceland Defense Force.



FLOCK OF DUCKS in a park lake sit for their portrait. The men found that their youthful companions, like most Icelanders, spoke English as well as Icelandic.



FISHING FLEET, one of the island's main industries is described in detail by two hardy, deep-sea fishermen.



Naples Headquarters

U. S. Navymen and Marines were among those present at the dedication at Naples, Italy, of the new headquarters for the defense of Southern Europe under the North Atlantic Treaty Organization (NATO). The commander-in-chief of the Allied forces in Southern Europe is the U. S.'s Admiral Robert B. Carney, USN.

The ceremony in pictures: A British airman and an American sailor (above) unveil the marble plaque that marks an entrance to the building; U. S. Marines shake hands with members of the Italian Bersaglieri (center); photographers record the occasion (below).



and children, and no men are allowed to set foot in this spot.

In contrast to the simple beauty of the parks are the spacious apartment houses which are several stories high and a block long. They are built to withstand the elements and are walled with re-enforced concrete. Extending from each section are individual balconies of a modern design. All this gives an up-to-date look to this capital of a nation first settled by the Vikings ten centuries ago.

Another trip that is a favorite of off-duty sailors is the tour to the Great *Geysir*. The world-famous *Geysir* (from which all other geysers take their name) is located 165 miles from Keflavik at a point roughly midway between Keflavik and the center of the Island.

A visit to the Great *Geysir* entails a four-hour bus ride inland. This, itself, is a scenic experience. Through quaint "old world" fishing villages, over age-old lava fields left by erupting volcanoes, and past weirdly shaped rock formations runs the winding route to the *Geysir*.

The road winds around the rim of steep rock ledges, down rocky ravines, around unguarded hairpin turns and over narrow wooden bridges that span deep mountain gorges.

Upon arrival at the Great *Geysir*, the visitors find themselves in a world of steam and vapor. There are dozens of active hot springs—some bubbling rapidly, others slowly. Several are gushing and spurting into the air like miniature geysers.

There are no pressure gauges on geysers, but mother nature provides her own for Great *Geysir*. It comes in the form of a muffled roar from deep below accompanied by mild earth tremors. With a mighty bellow that resounds throughout the neighboring hills, the geyser spouts forth. After several warning rumbles, a column of boiling water and steam rises 160 feet in the air, releasing thousands of gallons of boiling water from the caverns deep in the earth.

The tremendous energy of Iceland's steaming springs has not gone untapped. To the Icelanders this steam is a blessing, as there is neither coal, metals nor usable timber. Sub-surface steam gives them free heated water. In Reykjavik this steam provides heat for radiators and greenhouses. But the most unusual use of the steam is to heat outdoor swimming pools in summer and winter.



New Club for CPOs

A NEW CLUB for chief petty officers and their guests has opened at Mare Island Naval Shipyard, Vallejo, Calif. The brightly decorated meeting place is the first chief's club at the yard.

All CPOs stationed at the yard, as well as visitors from ships undergoing overhaul at the base, are welcome at the club. Most need no second invitation. The bingo and bridge tables, television, dancing and refreshments entice them in.

In pictures: Main lounge of the Chief Petty Officers' Mess (upper left) sparkles beneath the old rafters, a reminder of the building's style when it was the Warrant Officers' Mess. Above right: Olen Jaynes, QMC, enjoys a game of bingo with Lucille Adoptante.

Right center: A couple of old smoothies, Etta Netter and James Birkes, TMC, get set for a sprightly dance step. Below right: Two Navy couples gather around the television set. They are Chief Gunner's Mate and Mrs. Couch (at left) and Chief Radioman and Mrs. Cameron. Below left: John Hansbury, GMC; William Patterson, ENC, and Lena Leach play a fast game of rummy.



Mobile Medical Teams Saving More Lives

NAVY SURGICAL teams in Korea started a new era in assault casualty treatment. Described as a "bold new medical technique," the system involves "on-the-beach" treatment that sharply reduces the death toll among troops wounded in the first waves of an amphibious attack.

Four surgical teams went into the beaches in LSTs during the Inchon invasion, administering immediate definitive treatment to those seriously wounded. Two other teams remained offshore on board larger ships to receive casualties for further treatment, for hospitalization, or for evacuation to hospitals in Japan.

Somewhat similar operations were carried out in south Pacific campaigns and the Normandy invasion in World War II, but the landing at Inchon was the first to utilize a carefully planned technique to coordinate the work of surgical teams with the military and naval tactics of an amphibious landing.

Each team consists of three doctors—including, whenever possible, a surgeon, an anesthetist and a specialist in plastic surgery—and 10 hospital corpsmen.

One of the hospital corpsmen



DOCTOR RELAXES (center) after an operation at a Korean aid station. 'Bold new technique' brings wounded man to the surgeon during 'Golden Period.'

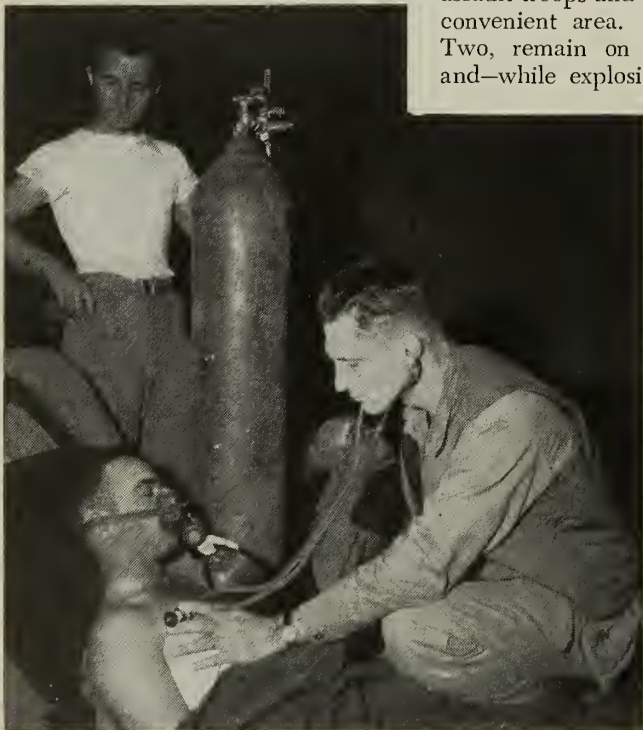
gives plasma or whole blood, another cleans wounds. One attends to fractured ribs while another sterilizes equipment. And one has the painful task of recording the name, rank and cause of death of those who are killed.

The surgical teams go in with the assault troops and set up shop in any convenient area. Most, like Team Two, remain on board their LST and—while explosives are being un-

loaded from one side—care for casualties being brought aboard from the other side.

They do not act as mere first aid teams, however, but perform extensive surgery designed to save the life of a badly wounded man during the "golden period"—the first few hours after the wound is received.

Because they are "on-the-spot" with the proper equipment and know-how, these teams are able to



OXYGEN IS GIVEN a casualty while doc checks heart. Right: A corpsman unpacks blood plasma from the States.



operate immediately on those critically hit in the head, chest or abdomen—those who might not survive a long open boat ride to a hospital ship offshore.

Emphasis is placed on performing one operation well, rather than two haphazardly.

During the first few hours after the landing at Inchon, Surgical Team Two received 95 wounded. Many of these required extensive chest or abdominal surgery. The team is justly proud of its record: Not one casualty was lost after reaching the operating table on board the LST.

After the beachhead is secured and the line moves inward, the teams may be assigned to duty on board a hospital ship or on board transports where additional hospitals have been set up for emergency use.

In many instances, however, they simply pack up their equipment and follow the troops inland.

Team Two set up an operating room in a battered building on Kimpo airfield—just three days after the initial Inchon landing. Their training and experience, coupled with careful preparation and sterilization of equipment, enabled the team to start operating within 65 minutes after their trucks rolled onto the airstrip.

During one week of continuous operating, over 1,900 persons were given life-saving treatment, including both Marine and Army personnel. South Koreans and North Koreans, military and civilian alike, also received care. At this time, the team worked in cooperation with a Marine medical company. Only one life was lost during the entire period.

When Seoul fell, Team Two returned to a ship off Inchon. Finally, all teams were returned to the U. S. Naval Hospital, Yokosuka, Japan, to give other surgical teams the benefit of their combat experience.

There are now approximately 16 teams on standby duty in the Far East. They have been integrated into the staffs of hospitals, hospital ships or other vessels where they prepare constantly for their team jobs by aiding wounded men evacuated from the front.

Having proven themselves in their initial "baptism of fire" at Inchon, these surgical teams will be a definite part of the Navy's medical organization in the future.

Former Enlisted Man Becomes Vice Admiral

In 1913 Charles W. Fox enlisted in the Navy as a landsman for yeoman. Thirty-eight years—and 15 rates and ranks later—this same Charles W. Fox now wears the three stars of a vice admiral.

He is the first man in the Navy ever to reach this rank going up the enlisted, warrant and commissioned officer ladder.

In the early Navy, before the days of the Naval Academy, there were a few who achieved the high status of vice admiral after serving their periods of apprenticeship at sea—such naval heroes as David Farragut, David Porter and Stephen Rowen. More recently, some former enlisted men have reached the grade of rear admiral or higher, but usually by way of later appointments to the Naval Academy, or after obtaining their commissions upon graduating from college.

But Vice Admiral Fox is the only one who climbed this high from the grade of landsman (equivalent at the time to an apprentice seaman).

Admiral Fox's formal education ended with his graduation from the eighth grade in Public School 51 in Baltimore, Md., sometime before he entered the Navy in 1913. Upon the completion of recruit training at Newport, R. I., he was assigned to *uss Ammen* (DD 35). While a member of the ship's company in *Ammen* and later in *Jenkins* (DD 42) he performed yeoman — and what would now be storekeeper — duties. This was a four-year period during which time he went through the yeoman rating structure from third class to chief.

While serving in these two destroyers he participated first in the Mexican Campaign of 1914 and later in World War I operations, working out of Queenstown, Ireland.

In 1918, while a warrant pay clerk, he performed his first stint of duty in what was to become his

specialty—aviation supply. This was at the Naval Air Station, Moutchic, France, and later with the Navy's Northern Bombing Group in France. For a while during this period he worked so closely with Army air activities that in accordance with policies of that time he wore the uniform of an Army officer. As Admiral Fox puts it, "First they put me on the beach and then they had me in a soldier's uniform."

In 1931, after various sea billets (once again destroyers) and shore billets, including a stretch at the Fleet Air Base, Hampton Roads, Va., he joined the staff of Commander Aircraft Scouting Force, U.S. Fleet as assistant supply officer. The following year he transferred, in the same capacity, to the staff of Commander Aircraft, Battle Force.

While serving with Aircraft, Battle Force, in 1933-34, he was officer in charge of the first transcontinental "Navy Truck Train" which traveled from San Diego, Calif., to Norfolk, Va.

The outbreak of World War II found him a commander serving on board *uss Enterprise* (CV6). He was with the famed "Big E" during her first hectic year of the Pacific fighting.

Later in the war he served in an aviation supply capacity in Washington and Philadelphia. In 1945, he assumed command of the Naval Supply Depot, Mechanicsburg, Pa. Early in 1948 he became Deputy Chief and Assistant Chief of the Bureau of Supplies and Accounts. The following year he was elevated to Chief of BuSandA and Paymaster General.

Admiral Fox received his third star when he was appointed Chief of Naval Material late in 1951. In this capacity he oversees the Navy's purchasing, contracting, material production and industrial planning.

As he climbed the ladder, Admiral Fox missed only one rung. He stepped from warrant pay clerk to ensign, bypassing chief warrant. This was at the close of World War I. Twenty-five years later he made up for this missed rung by achieving the comparatively rare rank of commodore.



VADM Fox



ON THE RUN, USS *Badoeng Strait* (CVE 116), left, gets fuel by hose, supplies by highline from USS *Cimarron* (AO 22).

Replenishing Our Fleet Around Korea



GREETING CARDS for the Communists, 100-lb. general purpose bombs are readied on board USS *Boxer*.

NOW SET Condition ONE-ROGER; now set Condition ONE-ROGER. Hatch crews of Hatches Two, Three and Four—man your stations!"

These commands over the "squawk box" of USS *Titania* (AKA 13), plowing along the east coast of Korea, transform the sleeping attack cargo ship into a well oiled machine. Another replenishment operation at sea is underway.

Winches whirl into life as operators remove hatch covers and lower cargo nets into the gaping holds. Crew members head for the dark openings below to load ammunition. Seamen ready lines and lower fenders for the destroyer which is due alongside.

Months of training and experience are again being put to the test as the "Galloping Ghost of the Korean Coast" makes fast the last lines of USS *Ulvert M. Moore* (DE 442), taking a few hours off from bombarding Communist port cities. The "galloping ghost" title has been applied to *Titania* and ships like her for their silent, speedy service in replenishing ships of the line

operating all along the Korean coast. Coming aboard the big AKA with a handful of requisitions, *Moore's* supply officer watches a net of deadly 5-inch projectiles rise from Number Two hold. Swinging over the side of the "Big T", the net drops its cargo gently to the can's deck.

At the same time, four *Titania* deck hands scurry aft to help in the off-loading of full flashless powder cases from number four. A net of the silvery cases emerges from Number Four hold. The sailors latch onto it and guide the net over to the rail, then give the drop signal.

On *Moore* an all hands working party forms a human chain and begins passing the powder cases aft to the magazine.

Soon the working gang aft is joined by a chain of handlers up forward, and the two groups operate simultaneously, one passing projectiles and the other the accompanying "brass."

Dry and reefer stores are now being broken out of the *Titania's* Number Three hold and loaded into nets for transfer to the destroyer.

Now also the "duty oil king" rigs hoses for fueling. A phone talker speaks into his set and the pumps are started.

Replenishment of *Moore* is completed as several thousand gallons of fuel oil are pumped from the AKA. Lines are cast off. The word "Now secure from ONE-ROGER" is passed via the public address system, and the *Titania* crew settles down to routine work, biding time until another warship can take time out from bombarding its Korean target to come out for ammunition and supplies.

You have just been witnessing one of the Navy's replenishment operations which takes place each day off the shores of Korea. The job might be duplicated by substituting only the names of different ships, and changing the types of cargo. The supplying vessel might be an oiler (AO), a reefer (AF), a "sea-going department store" (AKS), or an ammunition ship (AE)—to cite some of the examples of the members of the Navy's replenishment forces.

Titania's simultaneous, three-phase operation of resupplying a ship at sea was accomplished in a little over an hour. Off-loading the projectiles, powder cases, dry and reefer stores, and fuel—all at the same time—allowed *Moore* to return to her battle station in a minimum of time.

Auxiliary ships like this AKA are the last link in the endless chain which started somewhere in the United States long weeks before the replenishment operation at sea will actually begin. These supporting ships have taken on their varied cargoes in a rear echelon area. Now they enter the combat zone to meet the fighting vessels, thus making retirement to a rear area unnecessary, as was often the case in World War II.

The Iwo Jima and Okinawa operations of 1945 illustrated the value of this supporting function, and training at the Underway Training Center, San Diego, Calif., provided additional experience in a technique which has now reached a highly advanced stage.

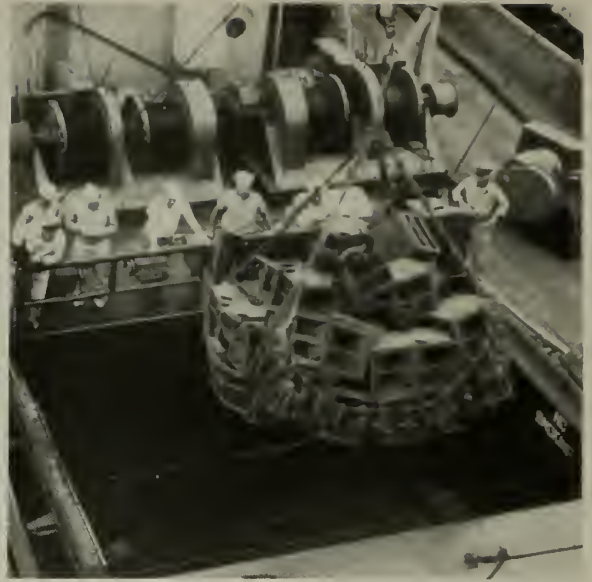
Today a replenishment operation may be going on with both the off-loading and on-loading ships maintaining course and speed. By breaking out in advance the supplies and ammunition required of a ship of



LOAD OF POWDER that will soon be used to send Navy shells on their way to targets along the coast of North Korea is hoisted aboard a destroyer.



FRESH FRUIT, always a welcome sight to a fighting man, is taken aboard a destroyer escort from repair ship *USS Hector* (AR 7) by willing deckhands.



BUSY OILER *Cacapon* (AO 52), left, serviced 267 ships in six months. Right: Netful of cargo comes from *Hector's* hold.

the line, supporting vessels have developed a procedure known as "crystal-balling."

Another term—"highlining"—is applied to the transfer of cargo in rough seas while both ships are maintaining course and speed. It is usually accomplished with 60 to 120 feet between the ships. This method, utilizing trolleys and skids for off-loading the cargo, slows down the speed of transferring the cargo, naturally enough. In calm seas the transfer of supplies is done while laying to, or off-loading may be accomplished directly from the holds to the ship tied alongside.

Take the case of the "Can Do" *Cacapon* (AO 52). Rough seas, ice on the deck, howling winds and strenuous schedules did not keep this little oiler from doing a top-notch job. During a period of six months in the Korean area she spent five-sixths of her time at sea, servicing 267 ships of the fleet, or an average of nearly two ships a day.

Included among the customers of this tanker were 28 aircraft carriers, 21 cruisers, 214 destroyers and four battleships. With little notice she was on the spot where she was needed, when she was

needed, delivering a total of 642,857 barrels, or over 27,000,000 gallons of Navy fuel oil. To back up the air war in Korea, she also pumped 47,841 barrels of aviation gasoline in this six-month period. Not included in these statistics are the thousands of gallons transferred from tanker to tanker to supply the endless demands from up front.

(Editor's Note: For the on-the-scene reports covering the jobs of the auxiliaries in replenishing the fleet, credit is due to the following: R. N. Joyce, JO3, USN; S. L. Barber, PHSN, USN, and R. E. Crawl, YNSN, USN.)



CARGO SHIPS on way to Korea lay a smoke screen (left). Right: Destroyer *Floyd B. Parks* gets ammo from *Titania*.

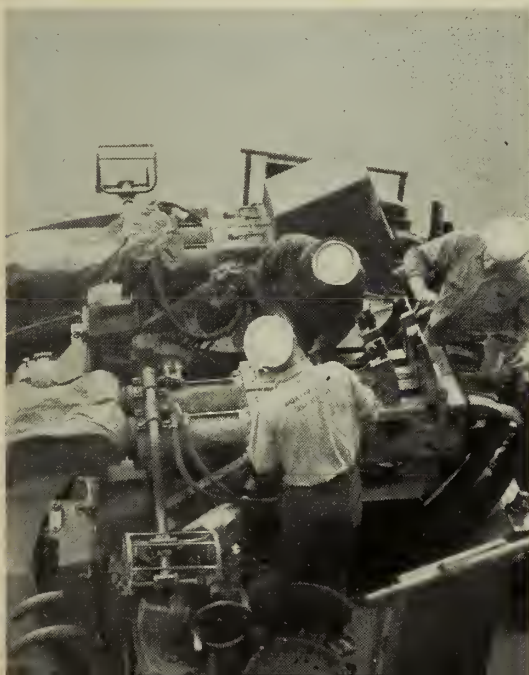


Returning to Duty

THE HARD-FIGHTING cruiser USS *Pittsburgh* (CA 72), a ship that once lost its bow in a Pacific typhoon, is back once more in the active fleet.

Reactivated at the Puget Sound Naval Shipyard, *Pittsburgh* is the latest proof of the effectiveness of the Navy's ship preservation program. As the shiny metal igloos were lifted off the deck and the plastic cocoons removed, the ship was seen to be in near-fighting trim. Within a short time her boilers could be fired up. Soon she was ready for her first trial run.

To get the veteran cruiser ready for sea takes a bit of doing. At the top left, seamen ease up on a turnbuckle prior to letting the anchor go for the first time. Top right: Deckhands swab No. 2 turret, getting ready to chip and paint. Below left: A gun crew cleans up a quad 40 mm. mount for firing. Below right: The ship's signal bridge is abuzz with activity as quartermasters break out the flags for an airing.



SERVICSCOPE

Brief news items about other branches of the armed services.

* * *

A NEW DRY BATTERY now in production for the armed forces makes use of plentiful low-grade domestic manganese dioxide. Dry batteries, which have some 1,000 military applications, have heretofore used high-grade manganese dioxide. This is found in sufficient quantity only on the African Gold Coast.

Developed by the Army Signal Corps—which purchases dry batteries for all the armed forces—the new type battery is expected to be slightly more costly to produce. The added manufacturing cost of the new type will be more than offset by its operation life—believed to be twice that of the older type. The increased operating life will also mean reductions in storage and shipping costs.

* * *

A GUN-PROPELLED FLOATING RESCUE LINE has been developed for the Air Rescue Service of the Air Force to be used by amphibian crews in reducing the hazards of injury to distressed personnel during air-sea rescue missions.

During water rescue operations, it is often difficult and dangerous to maneuver aircraft close-by while making survivor pick-ups. The type line-throwing gun currently used fires a brass projectile on a line. If this line is not projected within easy and quick reach of the survivor it will immediately sink. Should the brass projectile strike the survivor, it can cause serious injury.

The new type gun projects a floating line a distance of 200 feet, and is easily visible to the survivor as it floats near by. It can be grasped more readily and the rescue crew can pull the survivor to the aircraft.

* * *

EMERGENCY AIRSTRIPS ON FROZEN LAKES are now under construction in a six-month-long joint operation of U.S. Army Engineers and Royal Canadian Army Engineers in the Canadian Yukon territory.

Nicknamed "Eager Beaver," this largest of peacetime exercises is planned to test equipment and personnel under varying Arctic weather conditions. Following the winter indoctrination of personnel, the "eager beavers" have started construction of emergency landing strips on frozen lakes to test capabilities and limitations of aircraft designed for Arctic operations.

The maneuvers centered in an area 130 miles north of Whitehorse are being conducted by 135 Canadians and 300 U.S. Army Engineer Corps specialists under command of the U.S. Fifth Army Headquarters, Chicago, and the Canadian Army Western Command, Edmonton.

OPERATION "MOBY DICK" is a new research project initiated by the U.S. Air Force to study high altitude winds over the United States at levels from 50,000 to 100,000 feet. Plastic balloons 50 to 110 feet in diameter and up to 130 feet long, equipped with special radio transmitters, are being sent up from Holloman AFB, Alamogordo, N.M.

When "Moby Dick" operations reach full scale, three releases daily will be made. Because of sun reflection from transparent plastic coverings, the balloons may appear as "flying saucers" and during clear days they will be clearly visible at 100,000 feet.

Navy and Air Force direction-finding stations on the ground will receive radio signals from the balloons. This data will be plotted by an Air Weather Service control center.

Floating at fixed altitudes, the ballasted balloons can be tracked by the ground stations to determine positions and movement of air currents. In event a collapsed balloon is found, directions for returning the radio transmitter are attached to the unit and the finder will be rewarded for its return.

* * *

THE FLYING SAUCER idea has been adapted by the Army Quartermaster Corps into a disc-shaped aerial delivery container.

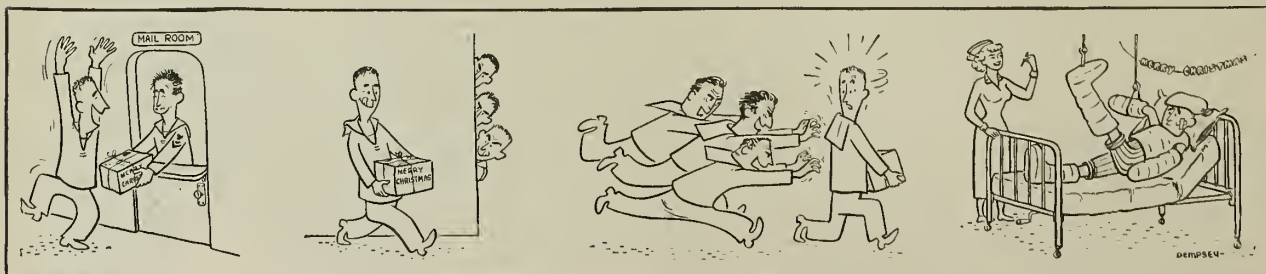
The pancake-like synthetic rubber container, which has a two-foot diameter, can be used for delivery of gasoline, water or other liquids to ground force personnel. It weighs five pounds when empty and has a capacity of five gallons. No parachute is needed to check its free-fall flight and it may be unloaded from any type of cargo aircraft.

The container has been tested in aerial delivery altitudes of 400 to 2,000 feet without bursting or spilling the contents. Upon impact with the ground, the container stretches to almost twice its normal size and after a rebound settles near the point of contact.

* * *

EXERCISE DESERT ROCK, an Army-sponsored troop training operation, will provide an opportunity to indoctrinate personnel at the atomic energy activities located at a Nevada test site. About 5,000 officers and enlisted men of the Army, Navy and Air Force will participate in the indoctrination program covering the military aspects of nuclear detonations.

Within the safety and security requirements of the test program, the selected personnel will receive experience in the principles of organization and training



applicable to military operations involving atomic warfare.

Ground force personnel will establish battle positions as a battalion combat team, including entrenchments, barbed wire and emplacements. Prior to detonations the troops will withdraw to predetermined positions of safety. This training exercise is separate from the scientific development work at the Atomic Energy Commission test site.

* * *

PLASTIC SHROUDS to replace scarce and costly canvas tarpaulins, wooden boxes and crates used in shipments of ordnance materiel, have been developed by Army Ordnance Corps.

Approximately 50 different sizes are made to fit machines up to 20,000 pounds. The plastic shroud weighs 30 pounds in comparison to the bulky and heavy tarpaulin. It will withstand wind velocities of 60 miles an hour and extreme temperatures. It is also being used to project flat car shipments of heavy war materiel as well as equipment subjected to longer periods of outdoor storage.

The entire envelope-like cover is brought into general conformance with the contours of a machine by the use of cotton straps and is tied with ropes laced through grommets to prevent billowing and excessive whipping in the wind.

* * *

A MOSQUITO AIRLINE is operating in Korea. This midget airline has the job of carrying messages. In one month it has hauled as much as 34,000 pounds of

messages between Eighth Army and the corps headquarters.

The busy little airline is operated by the Army Signal Corps, the same outfit which hatched the Army Air Force when they bought the first military plane from the Wright brothers back in 1909. Today, with five planes, five pilots and a ground crew of seven, the Air Section of 304th Signal Operations Battalion is hauling a record of 82,000 pounds of messages a year.

In Korea there are few roads, and these are rough and slow for ground vehicles. To speed up communications the L-5 or "mosquito" planes cut down the jeeps' time per trip from two days to four hours or less.

* * *

A NEW FOOT POWDER developed by Army medical research offers partial protection against cold injuries. It is being issued to troops in Korea this fall.

Troops operating in cold areas suffer more injury of the feet than any other extremity. Sweating plays an important role in cold injuries. Trenchfoot develops in "wet cold" and frostbite comes from "dry cold."

Arctic tests by the Army Medical Service have shown that the foot powder reduces sweating by as much as 24 per cent.

Man's feet perspire under almost all conditions. The secretion of the sweat glands is especially harmful in cold weather because crystallized particles of perspiration act as conductors of cold, lowering the insulation value of winter footwear. The new powder reduces foot sweating, making the winter soldier's heavy socks and boots more effective against cold injury.

Chief Warrant with 34 Years' Naval Service Has 21,000 Flying Hours

It's a long haul from flying 1915 pusher-type seaplanes to flying today's PBM-5s, but Chief Boatswain Patrick J. Byrne, usn, has made it and he's still going strong.

A veteran of 34 years continuous naval service, Byrne is now attached to Squadron VR-31 at the Norfolk Naval Air Station, Virginia. Flying for this transport squadron he ferries "big boats" between Norfolk, Jacksonville, Pensacola, Corpus Christi, San Diego and Seattle.

Most of his work in the Navy has been with patrol aircraft. In World War I he patrolled the Atlantic off the eastern seaboard in Curtiss "flying boats" (H-14s and H-16s mounting twin Liberty engines.) World War II saw him flying patrol aircraft over the Atlantic once again. This time he flew PBMs and PBys on patrol and survey flights as far as North Africa, England and South America.

His first aircraft was the first

model Burgess Dunne seaplane—a Curtiss-engined, pusher-type plane. He was flying this on commuter flights around New York City two years before he joined the Navy in 1917.

Says Byrne about this old plane.

"We controlled it with two sticks in the cockpit. There was just aileron control—no rudder or elevator."

"Planes in those days were a far-cry from those we have now," continued Byrne. "They didn't have the aircraft inherent stability built into modern aircraft. Then, if you went into a spin . . . that was all."

One of the chief boatswain's distinctions is graduation from Pensacola flight training with the first

enlisted class in Navy history. This was in 1920. To this day he retains the card designating his Aviation Pilot Number 10.

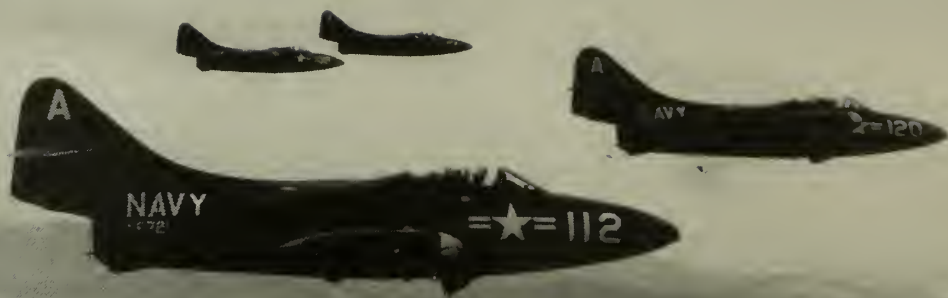
His rise in the Navy was steady: warrant in 1928, chief warrant in 1934 and lieutenant commander in 1944. He held that rank until early last year, when he was reverted to his permanent rank under policies in effect at that time.

According to squadron officers, Byrne never bothers with maps while on his ferrying trips. If there is an inexperienced copilot along, Byrne will brief him on the check points by memory, calling off the towns, inlets and lighthouses by their names and in proper order.

Byrne has the impressive number of 21,000 flying hours to his credit. No permanent records of total flying hours are maintained by the Navy Department, but several officials believe this to be the highest total of any Navy pilot.



CHBOSN P. J. Byrne



Air Reserve Pays Off

ON A MISSION pilots, who a few months before flew as 'Weekend Warriors,' head for enemy targets in North Korea.

FORMER week-end warriors of the Naval Air Reserve are now proving their worth on a full-time basis in Korea.

Reserve pilots and ground crewmen who a few short weeks before were following a civilian way of life now form a part of the Navy team in Korea, maintaining and flying the planes which assist the Regular Navy in its daily strikes against the

Communists as they provide close support for the UN ground troops and destroy communications and supply lines of the Chinese Reds.

The first all-Reserve air group to hit the Korean front was that of *uss Boxer* (CV 21) who struck its first combat blow in March 1951.

In addition, Naval Air Reservists are playing a major role in the activities of *uss Princeton* (CV 37)

and *uss Bon Homme Richard* (CV 31). Half the patrol squadrons in Korea are activated Reserve patrol squadrons.

Of the 8,000 combat sorties flown during a typical month's operation, approximately 75 per cent were by activated Naval Air Reservists.

As an illustration of how this score was reached take, for instance, this play-by-play account of one day's operations by the *Boxer's* Reservists in action:

Taking off at dawn, Reserve pilots surprised southbound Communist traffic before it had a chance to hole up for the day. A flight of *Panthers* left two trains in ruins and another badly damaged, then went on to destroy a handful of trucks.

Early *Corsair* attacks leveled 22 warehouses, knocked spans from two rail bridges, damaged two highway bridges.

In the afternoon, operations featured low-level attacks against targets in a valley between two mountains. In spite of strong down drafts and rough air, *Corsairs* accounted for two more bridges.

It was on this afternoon that a division of ADs obtained nine direct hits out of 16 bombs dropped. Besides destroying their assigned bridge, they blasted two warehouses, a camouflaged supply dump and two trucks. One truck was chased



TYPICAL SCENE on board *USS Princeton* (CV 37) shows pilots getting their briefing for the day's work against vulnerable Communist positions ashore.

into a hillside cave, where a bomb was lobbed into the entrance, eliminating both cave and truck.

Box score for the 108 sorties launched from the *Boxer* on this day included the destruction of four trains, five bridges, more than 12 trucks, four warehouses, 10 buildings containing supplies and troops, and damage to numerous other targets.

The fact that the Naval Air Reserve is ready and able to operate in Korea with such effectiveness after an average of 60 days' refresher training at home base before being assigned to fleet units is not an accident.

It is the result of a carefully planned and organized program in which the Naval Air Reserve Training Command is fulfilling its mission assigned at the beginning of the postwar program—to provide a reservoir of trained and partly trained personnel to augment Regular Navy forces upon mobilization.

At a cost of less than one cent of each defense dollar, almost 50,000 officers and enlisted personnel at more than 60 locations throughout the country are provided with the training needed to fulfill the mission assigned the Naval Air Reserve Training Command. Through its program, Naval Air Reserve is able to train seven men—whether pilots or technicians—at a cost no greater than that required to maintain one man on full time active duty.

Through week end training, the "week end warriors" of more than 300 Naval and Marine Air Reserve squadrons have thus lost none of their combat skills and techniques. It has been found that most pilots reporting for active duty have accumulated between 1,000 and 2,000 hours' flying time; some have marked up more than 6,000 hours in the air. Many ground crewmen have acquired an equivalent amount of experience.

Where do these men come from? What do they do for a living? What sort of training do they receive before they report for active duty in Korea and elsewhere? What's the word on these characters?

They come from filling stations and from factories, from colleges and law offices, from laboratories and from farms. Enlisted personnel of one squadron—VF-671, NAS At-



BACK ON DUTY at the Naval Air Station, Seattle, Wash., four Reservists recalled to duty from civilian life ready a PB4Y patrol bomber to fly again.

lanta, Ga., for example—includes an industrial engineer with more than 12 years' service in the Reserve, a geologist who holds a DFC, a lawyer who is a veteran of seven Pacific engagements in World War II, as well as 12 expert mechanics and technicians from Macon, Ga., who—as civilians—had been working on all types of aircraft.

The Naval Air Reserve Training Command is composed of 28 major

activities located in population centers throughout the country. Two of these activities are lighter-than-air training units; the rest of the major stations provide heavier-than-air training. Other activities of the Command include Auxiliary Air Units and Auxiliary Ground Units in outlying areas, designed for individuals living in areas where distances make it difficult for members to join the Organized Reserve squadrons at the major activities.

These auxiliary units participate in 24 scheduled training periods each year as compared with the 48 scheduled drills of the squadrons at the major air stations. They also take a two weeks' annual training duty "cruise" and fly approximately 50 hours annually in a program similar to that of the squadrons at Reserve air stations.

Reservists affiliated with AAUs and AGUs are paid approximately one month's service pay annually and build up points for retirement while the 48-drill warrior receives two full months' service pay and also builds up retirement points.

Because of this, Organized Reserve weekend training extends to the classrooms, shops, radio rooms, control tower, photo lab and ordinance department. Reserve officers and rated specialists conduct ground training utilizing some \$30,000,000 worth of technical equipment which



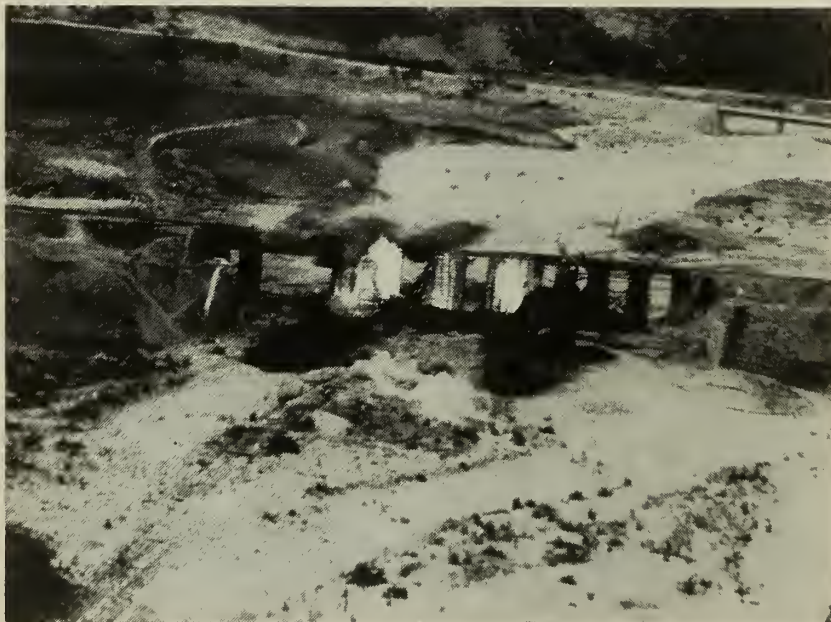
RESERVIST Filomeno Escobar, AO3, wheels a 100-lb. bomb to a waiting AD Skyraider on board USS *Boxer*.



REVVING UP his F9F Panther jet, a pilot awaits the 'Fire!' signal from the catapult officer. Note the blast screen used to deflect the hot exhaust fumes.



DEADLY TALLY posted on Princeton's island shows the effectiveness of the interdiction and close support sorties flown by the men of Air Group 19.



END RESULT of a carrier air strike is this burning bridge near Yongjongdong, North Korea. The Communists had tried to rebuild this one with wood ties.

has been assigned for this purpose.

Many young men seeking a career in naval aviation have found their places in the ground crew operations and, like the pilots, they are trained to take their places at sea in a hurry.

The Naval Aviation Cadet Training Program provides replacement pilots for those who become "too old" for combat flying. The young man enlists in the Naval Reserve and upon acceptance in the Nav Cad program, receives 18 months of intensive flight training. Upon graduation, he is commissioned an ensign in the Naval Reserve or a second lieutenant in the Marine Corps Reserve, then polishes his skills with 30 months' training in the Fleet. At the end of his four year contract, he is released to inactive duty and encouraged to participate in the Organized Reserve program.

The flight training and active duty indoctrination of one naval aviation cadet is estimated to cost approximately \$100,000. His flying proficiency and Navy know-how after four years of flight experience, cannot be measured in dollars and cents.

That is why the Naval Air Reserve assists the young Reservist, after his tour of active duty, to find employment in areas adjacent to the Reserve air stations, thereby encouraging him to affiliate with his home town squadron. In this program, it enlists the aid of industrialists and businessmen of the community to find jobs suitable to the returning veteran.

The real pay-off on the success of any program can best be judged by the opinions of those most closely concerned. As yet, it's a little too early to give the complete story, but of two squadrons who have been released from active duty, 78 per cent of the enlisted personnel have said that they are planning to rejoin their Reserve outfits as soon as they hit their home town.

They will be welcomed. Naval Air Reserve officials given assurance that all Korean veterans will be given a place in the Organized Reserve with the knowledge that they will not be returned to active duty again unless a state of war or national emergency is declared by Congress. Should that day come, the Naval Air Reservists will be trained and ready.



GUINEA PIG boat for sonar experiments, this trim 83-foot motor launch is one of several vessels operated by USL.

Research in Submarine Sound Detection

THE NAVY'S Underwater Sound Laboratory at New London, Conn., the world's largest lab engaged in submarine sonar research, has more than ten years of research and development behind it. This activity, located at Fort Trumbull, an old Army fort, carries on experimental work vital to the Navy's submarine and ASW programs.

Many types of equipment have been developed here. Among them: the expendable sono-buoy, sofar (a long-range sound system that determines survivors' positions), hydrophones, sound recorders and analyzers and various top secret, pro- and anti-submarine sound devices.

This laboratory has come a long way in the past decade. When it was established early in 1941, the facilities consisted of one laboratory building, one test vessel and the old fort's guard house. It had a staff of 60. Today there are eight major buildings, numerous smaller structures and two detached experimental field stations. The staff numbers over 850, about 60 of these being Navy officers and enlisted men.

Some of the Navymen perform communication, security, supply and medical functions while others work with civilian scientists in research and engineering projects. Most of the enlisted men, however, man small craft used for research purposes and for transportation.

Three different groups at one time or another have had technical direction of the USL since it was first established by the Navy. Columbia University was the first, the USL being under the "technical command"

of that school's Division of War Research. In 1945 Columbia turned the technical direction over to the Naval Research Laboratory. This same year, the sonar portion of the Harvard University USL was transferred to New London and merged with the work formerly undertaken by Columbia.

The USL's first wartime work was primarily concerned with the development of devices and equipment for use in the anti-submarine phase of the battle for control of the Atlantic. Later on, with the change in the tides of war, the emphasis was switched to development of gear for use in the pro-submarine phase of the conflict in the Pacific. In addition, the USL

assisted in training naval personnel in the use of gear it had developed and sent field engineers to assist the fleet in actual areas of conflict.

The USL, while continuing its work in underwater sound, undertakes projects in other fields—fields especially important to submarines. One of these fields is antenna design. A result of USL development is a composite-type topside mounted rig that does three jobs at one time.

The USL has been behind many of the engineering advances in the infra-red field. Specifically these advances have been made in visual signal and detection devices and systems. For instance, the New London USL has improved and evaluated infra-red devices able to distinguish ships ordinarily invisible to the naked eye because of darkness. A good part of the infra-red testing and evaluating is done at night between darkened submarines cruising off-shore working with laboratories near the beaches of the Fisher's Island field station. This gives a certain cloak and dagger air to this phase.

In carrying out its work the USL coordinates its programs with other laboratories engaged in related fields. One of the most important of these labs is the Underwater Sound Reference Laboratory at Lake Gem Mary, Fla. (See ALL HANDS, July 1951, p. 33).

The New London USL is noted for its leadership in developing systems for pro-submarine sound detection gear and very low frequency reception. A key to this leadership lies in the constant exchange of information with submarine forces afloat.



COMPUTING sonar data collected during a boat run, a chief gets an assist from a time-saving tabulator.

Charting Land and Sea

This is the first of a series of articles which ALL HANDS will publish from time to time on other services and activities of the United States whose work is allied to—or has an important effect on—the Navy, its ships and its personnel.

HAVE YOU ever thought about the work that goes into preparing nautical charts? Those oversized sheets of paper that virtually give the lie to the title "trackless seas"? Those sea-going maps that guide ships safely to port?

The production of nautical charts—so vital to naval operations—is one of the principal functions of the U.S. Coast and Geodetic Survey. A part of the Department of Commerce, the Survey was formally established in 1816 although its existence began nine years earlier.

Its mission at that time was to chart coastal waters and to conduct tide and current studies. Since then its activities have expanded to include inland geodetic control data and studies of the magnetic forces that affect the earth. About 25 years ago, aeronautical charts and earthquake studies were also added to its list of tasks.

The activities of the Coast and Geodetic Survey should not be confused with those of the Navy Hydrographic office, described in *ALL HANDS*, February 1951, pp. 6-11. Navy hydrographers make studies wherever there is a need for them. They are sent on expeditions to many parts of the world. The Coast and Geodetic Survey, on the other hand, generally confines its studies to the United States and its possessions.

At the present time, the Survey is staffed with approximately 2,500 officer, enlisted and civilian personnel. The commissioned officers have ranks similar to those in the Navy, ranging from ensign on up.

TALL TOWER (left) enables surveymen to 'triangulate' over heads of trees and intervening rolling hills.

Enlisted men also have ratings comparable to the ones earned by Navy bluejackets. Cartographic engineers, mathematicians, geophysicists, photogrammetric engineers, technicians and administrative workers make up the civilian complement.

The Survey is currently operating six major vessels and 13 auxiliaries. It also uses aircraft and trucks. Many costly precision instruments are always in use and others are constantly being developed.

In time of war, the Survey becomes a military reserve. During World War II, for example, 94 of its 171 commissioned officers were transferred to the armed forces for duty. In addition, six of its then nine survey ships were transferred to the Navy.

Lots of work goes into the preparation of a nautical chart before it reaches your ship. An extensive coastal survey must have taken place. This survey includes topography, hydrogra-

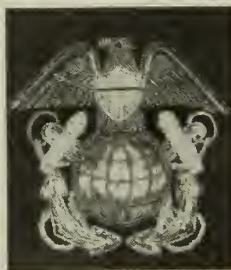
phy and coastal triangulation. After the field work is completed, pages and pages of "paper work" pass over the specialists' desks before the finished product is ready.

Topography—the land survey—must show shore forms or contours, landmarks, elevations and depressions—all vital piloting aids.

Since the development of radar, charts must show all topographical features and navigational aids which would appear on the radar scope.

Photogrammetry—the use of photos in topographical work—is quicker and cheaper than ground topography. Coast and Geodetic Survey has designed a special nine-lens camera, together with transforming, rectifying and stereoplottting equipment, to accomplish this. The camera weighs over 300 pounds and requires film 200 feet long, with 100 exposures. At an elevation of 14,000 feet, approximately 125 square miles can be photographed in a single exposure. A single-lens photograph, at the same scale, would require 16 exposures.

Hydrographic surveying consists essentially of measuring depths—



taking soundings—and determining the definite locations of these soundings, even though they may be out of sight of land.

No longer do we need to measure depths by handlead and wire. "Echo sounding"—the principle applied in gaging the distance of a building or cliff—has been made possible by the development of a fathometer. This electronic device measures the time it takes for a sound echo to return from the bottom of the sea beneath the vessel.

For determining the geographical position of the survey ship, a system known as "radio acoustic ranging" was used prior to World War II. Sound impulses were sent to two or more known ground stations and were returned to the ship by radio. Today, a form of radar, shoran—short range aid to navigation—enables a vessel to determine its position within a few yards at distances of 50 to 75 miles.

Use of electronic equipment, in addition to saving time, has the added advantage of allowing 24-hour, all-weather operations.

Data on tides and currents play a big part in the navigation of every ship. Entrances to some ports are obstructed by bars which can be crossed only at high tide. Precious fuel can be wasted if a vessel fails to make the most favorable currents.

Information on tides and currents is useful not only to navigators but to engineers and Seabees locating and constructing piers, bridges and other coastal property. These figures help determine waterfront boundaries. They are also helpful in planning off-shore oil production projects and for the solution of problems regarding sewage disposal and waterfront pollution.

Over 80 permanent tide stations have been built by Coast and Geodetic Survey at coastal ports where continuous records are maintained. The network of tide levels established over the country is based on the "mean sea level" as determined from these stations.

Portable tide gages are set up from time to time to gather additional data in certain areas.

A machine that can predict the times and heights of the tide for any port in the world, for any year, is another "tool" used by Coast and Geodetic Survey.

Each year the agency publishes *Tide Tables*, *Current Tables*, *Tidal*



FIRST STEP in triangulating is to measure off a precise base line (above). Teams like this one move about by truck, use only most modern equipment.

Current Charts and the *Coast Pilot*. From these and the nautical charts, a navigator can tell the exact depth of water available at a given time and place and the direction and strength of the current.

Now let's take a look at some of the other functions of the Coast and Geodetic Survey—all of which affect us to some extent either directly or indirectly.

The term "geodetic" was added to the Survey's title in 1878 as its operations moved inland. What does that word mean? Geodetic surveying is merely the science of measuring the earth as a whole as contrasted with the surveying of, say, an acre of land.

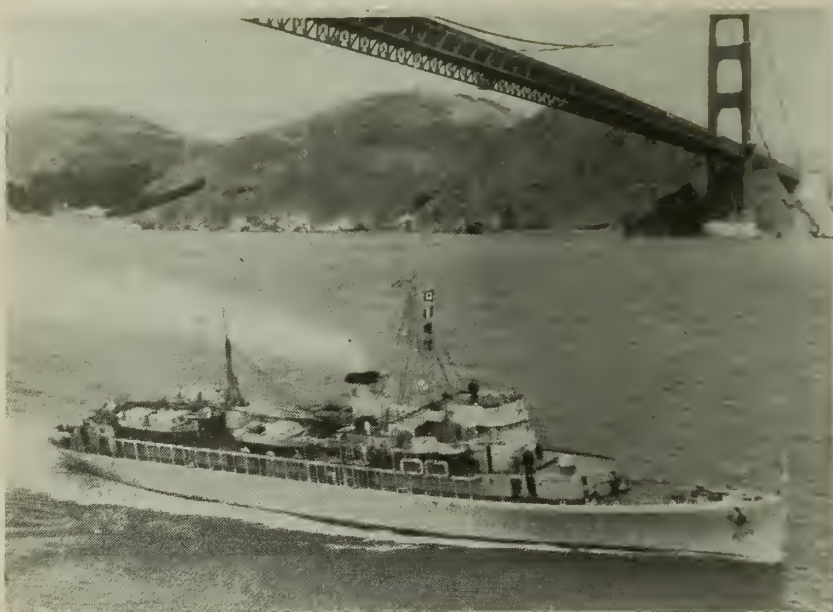
A vast network of over 150,000 monumented stations and prominent

objects, precisely located in latitude and longitude by a system called "triangulation," has been set up by the Coast and Geodetic Survey to aid in all kinds of mapping and charting. Close to a quarter of a million "bench marks"—markers on which the height above sea level is permanently recorded—have been set at one-mile intervals along leveling lines for use in making contour maps and to furnish elevations for engineering projects.

In the early days, "triangulation" was a slow process. Transportation and communications were poor. The primary instrument, a theodolite, needed a special carriage and usually required four men to carry it. Today a theodolite can be carried up mountain slopes on the back of one man.

Now "triangulation parties" travel by truck—in some instances by plane. They often radio the results of their work. Electric signal lamps, two-way radios—even portable steel

**These Tireless Chart Makers
Know the U. S. Coastline
Like the Back of Their Hand**



SURVEY SHIP *Pioneer*, formerly the Navy seaplane tender *Mobjack*, passes beneath the Golden Gate on her return from a mapping mission in Alaska.

towers, used to overcome interference with vision, have become standard equipment.

Modern science has put much of the procedure on a "push-button" basis. An adjustment here and there on this or that gadget and you come up with the correct dope.

Laying the groundwork for all of the Survey's calculations is not a push-button affair, however. It takes sweat—or perhaps icicles in your beard—to get tide gages properly mounted. After ground surveying operations, the "bench marks" must be driven into bed rock or planted in cement for permanency—so future surveyors can make use of them.

Sometimes the Survey's crews work in tropical climates. Sometimes they work in Arctic regions.

Not all operations can be carried out at the same time, however. In Alaska, for example, ground surveys must be conducted while the ground is hard. But hydrographic work is possible only during periods when the ice-pack has receded from shore and the lagoons are free of ice.

Every sailor knows the magnetic compass is still the basic instrument of the navigator. That instrument is needed to steer surface vessels or aircraft along any desired course.

The direction and strength of the magnetic forces of the earth are constantly changing. Magnetic declination—known as "variation" to the Naviyman—varies from place to place

and from day to day, sometimes even during the course of a day. Since 1840, for example, in the vicinity of Princeton, N.J., the magnetic needle has changed six and one-quarter degrees in direction.

The Coast and Geodetic Survey conducts constant studies of these changes to meet the needs of the navigator and the surveyor.

In these days of steel ships, the sailor must allow for "deviation" caused by the ship's structure or armament as well as for the "variation" caused by the needle's point-

ing to "magnetic North" rather than "true North."

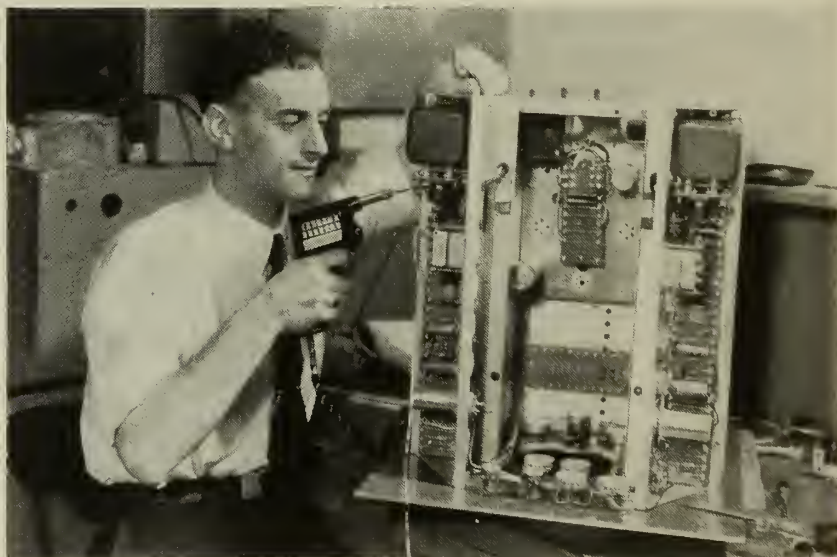
In 1926, an aeronautical charting program was initiated. The Survey now compiles and prints charts for the United States and its possessions for both civil and military aviation. Charts are also made of international airways that are required primarily by U.S. civil aviation.

Aeronautical charts show important features such as shorelines, streams, land elevations, roads, railroads, cities, towns, and important landmarks. Airports, beacon lights, radio ranges and other aeronautical installations are overprinted in color.

Before the chart is published it is checked by an experienced observer who flies over the charted area, comparing the information on the chart with the ground below.

The work of the Coast and Geodetic Survey is a continuing process. Charts, once completed, are not "good forever." Changes in topography, tides, currents, the earth's magnetic forces, all mean more studies, more charts, more figures.

Officials of the Survey usually answer the question "When will the Survey's work be over?" by saying: "When the ocean currents cease to flow, when the Mississippi River stops bringing silt to the Gulf, when Rockaway Point ceases to crawl across the entrance to New York harbor, when earthquakes cease to trouble in a part of our frontier—then and not until then will the work of the Survey itself cease."



BEHIND SCENES, a technician makes repairs to an electronic receiver which, spotted on a shoreline, will help to determine a survey ship's position.

LETTERS TO THE EDITOR

How Many Days in February?

SIR: In a letter to the editor (*ALL HANDS*, June 1951, p. 27) you indicated that a person whose pay record was opened on 1 Feb 1951 and closed on 28 Feb 1951 would be entitled to 30 days' pay.

I maintain that a person in such a case would be entitled to only 28 days' pay. Am I right?—R.E.F., LTJG, SC, USN.

• You are right in the particular case that you cite. However, February is considered as having 30 days for pay purposes in the more than 99 percent of the cases where a man's pay accounts remain open for more than 30 days. For example, if a man were paid on 15 Feb by the time 15 March rolled around he'd have a full 30 days' pay due him—even though only 28 days had passed.

The example you cite is an exception in that it is a short-time period, not in excess of 30 days, which involves both the opening and closing of a pay account within a 30-day period.

This rarely applies to naval personnel, since pay accounts are ordinarily opened at the beginning of an enlistment and are reopened at six-month intervals starting with January and July of each year.—Ed.

Eligibility for Awards

SIR: Two awards, the United Nations Korean Medal and the All Forces Reserve Medal, are now being sold in uniform shops. What are the conditions under which these awards are made?—D.M.M., PHGC, USNR.

• The United Nations Korean ribbon is not an official award and may not be worn by members of the U.S. armed forces.

The "All Forces Reserve Medal" is actually the "Armed Forces Reserve Medal," created by Executive Order 10163 of 25 Sept 1950. Regulations for earning this medal have been established by SecDefense and will be announced officially in the near future. No applications for this award will be accepted, however, until the medals are available for distribution.

Many unauthorized medals are being sold to armed forces personnel by private concerns. The Navy Department, of course, has no legal authority to control or prohibit such sales.

The Navy has published, however, a pamphlet, *Decorations, Medals, Ribbons and Badges of the United States Navy, Marine Corps and Coast Guard, 1861-1950*, which contains full information on all such awards authorized for naval per-

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, *ALL HANDS*, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

sonnel as of 1 July 1950. This pamphlet (NavPers 15790) should be available on all ships and stations. Awards authorized since that date have been announced in the Navy Department Bulletin, *ALL HANDS* and other publications.

Eligibility for service awards should be entered in each sailor's service record. If you are in doubt as to eligibility for any award, it is suggested you write to BuPers for official verification.—Ed.

GI Bill for Korean Vets

SIR: Will personnel who enlisted after the announcement of the national emergency be eligible for GI educational benefits when their enlistments expire? Is there any truth in the rumors now going the rounds that only personnel who served in the Korean area will be eligible for these benefits?—J.S., HN, USN.

• The rumors concerning a "GI Bill" for Korean veterans are based on certain bills which have been introduced into Congress but on which no definite action has, as yet, been taken.

These bills do not limit the proposed benefits to persons actually serving in the Korean theater of operations but extend the benefits to those with service between the period 27 June 1950 and the end of the present "emergency" when declared later by the President.

The only educational benefits now authorized for veterans, other than disabled veterans, are those provided by the Serviceman's Readjustment Act of 1944, as amended, better known as the GI Bill. The provisions of this law extend only to World War II veterans—persons with duty between 16 Sept 1940 and 25 July 1947. However, Public Law 894, 81st Congress, as recently amended, provides the educational benefits of Public Law 16, 78th Congress (the World War II Vocational Rehabilitation Act) to persons with disabilities sustained in service during the present "emergency" period.

When and if final legislation is enacted concerning a GI Bill for veterans of the present "emergency," full coverage will be given in official Navy directives and in *ALL HANDS*.—Ed.

Two Medals of Honor

SIR: The October 1951 issue of *ALL HANDS*, p. 54, commented on a new Navy book listing the names and records of Congressional Medal of Honor winners. The article specifically stated that "during the 87-year period, nine men received two Medals of Honor," and listed the nine men.

It is my understanding that a Marine Corps officer, namely LtCOL Cukela, received two Medals of Honor. I would appreciate your comments concerning the omission of this name.—W.J.B.

• Major (then sergeant) Louis Cukela did receive two Medals of Honor, however, not from the Navy. The book Medal of Honor, The Navy, names only the Navy medal winners of Navy and Marine Corps personnel. He received the Medal of Honor from the Army for advancing alone against an enemy strong point that was holding up his line. After working his way to the rear of the hostile position, he rushed the machine-gun emplacement. He then killed or drove off the crew with his bayonet, bombed out the remaining part of the strong point with German hand grenades and captured two machine guns and four enemy.

In one of the relatively few exceptions to the law which provides against the award of two medals for the same service, Major Cukela, USMC (Ret), received the Medal of Honor from the Navy for the same action—the battle in the Forest de Retz near Viller-Cottertes, France, 18 July 1918.—Ed.

Extra Pay For Messmen

SIR: I would like the answers to three questions in order to settle an argument. (1) When did the Navy start paying messmen additional pay of \$5 monthly? (2) For what purpose is this \$5 paid? (3) Was there at any time a pay checkage made against messmen for breaking mess gear?—R. L. H., SK1, USN.

• About 50 years ago—15 Oct 1901 to be exact—President Theodore Roosevelt issued an executive order authorizing messman pay. This pay is called "extra compensation for messmen" by the BuPers Manual. It is compensation for duties performed in connection with serving meals. There has never been any specific authority for a checkage in the pay account of a member for broken mess gear. Messman pay was discontinued as of 30 Sept 1949.—Ed.

Retirement and Household Effects

SIR: I would like to know if I am entitled to have my household effects shipped at government expense to the place I intend to make my home when I am retired and released from active duty. I expect to be retired for physical disability. I have about 15 years' continuous service.—W.E.K., GMC, USN.

• Upon retirement, other than temporary disability retirement, all members on active duty under retirement orders, orders to home to await retirement, shipment of household goods from the last and any previous duty station and/or place of storage to home is authorized. A period ending one year after the termination of World War II or one year after the date of retirement (other than temporary disability retirement) is fixed as the time within which household goods must be turned over by the owner

to a transportation officer for shipment at government expense. Home, in connection with retirement for members of the regular services, means a place which the member within the time limit selects as his home for the purpose of receiving mileage or an allowance for transportation.

Upon temporary disability retirement members of the regular services are authorized shipment of household goods from the last or any previous duty station (or place of storage in connection therewith) to home.

Home, in connection with temporary disability retirement, is the place currently recorded as the home of the member.

The net weight allowance of household goods authorized to be shipped at public expense for a chief petty officer is 4,500 pounds.—ED.

Evaluation Sheets for Chief Petty Officers and PO1s Explained

SIR: Will any appointments to WO or LDO be made as a result of the petty officer evaluation sheets submitted to BuPers last July 1950 and January 1951? Will Naval Reserve personnel receive any of these appointments during fiscal year 1952?—R.W.S., EM1, USN.

• Apparently there is a misunderstanding or misinterpretation of the provisions of BuPers Circ. Ltr. 23-50 (NDB, January-June 1950) and BuPers Circ. Ltr. 173-50 (NDB, July-December 1950). The former announced the development and prospective use of the chief and first class petty officer evaluation sheet in order to provide the Navy with more detailed information on the performance of individual senior petty officers. The latter directs commanding officers to insure prompt and proper submission of these reports. Both letters have been cancelled and superseded by BuPers Circ. Ltr. 91-51 (AS&SL, January-June 1951). Additional information on Circ. Ltr. 91-51 will be found in ALL HANDS, August 1951, p. 47.

Although the cancelled letters announced that this form would be used by selection boards convening for the selection of officers, and Circ. Ltr. 173-50 announced tentative plans for the temporary appointment of chiefs and PO1s to warrant and commissioned grades, neither letter opened a program for the procurement of permanent or temporary officers in the Regular Navy or Naval Reserve.

These evaluation sheets designed to help selection boards determine the fitness of applicants for WO and LDO but do not automatically place a candidate on a "waiting list" for promotion.

A program for the appointment of

limited duty officers is currently in effect as publicized by BuPers Circ. Ltr. 62-50 (AS&SL, January-June 1950). Eligibility for appointment under this program is restricted to commissioned warrant officers, chief petty officers and first class petty officers of the Regular Navy who have completed 10 years' active naval service.

Appointments are being made to temporary warrant grade in the Regular Navy from among eligible Regular Navy enlisted personnel to meet the needs of the service.

The tentative program for temporary appointment of eligible personnel to commissioned grade—which was announced by Circ. Ltr. 173-50—has not yet been established and there is no definite information as to when this program will be opened.

Authority exists under which Naval Reserve personnel on active duty may be appointed to temporary warrant and commissioned status in the Naval Reserve. Exceptions from this authority include Fleet Reservists and Naval Reservists on active duty in connection with organizing, administering, recruiting, instructing, training, or drilling the Naval Reserve, or ordered to temporary active duty for the purpose of prosecuting special work.

No program exists at this time, however, for the temporary appointment of Reserve personnel to warrant or commissioned grade in the Naval Reserve. It is not anticipated that a program will be opened in the near future for the temporary appointment of Reservists under this provision of law inasmuch as permanently appointed Reserve officers are available in sufficient numbers to meet the needs of the service.—ED.

Shore Duty Eligibility

SIR: In a recent shipboard discussion regarding active duty Reservists serving in sea duty billets, certain questions arose concerning sea duty and shore duty eligibility. The most important question—which we'd like you to answer—is, "What effect does a man's broken service have on his eligibility for shore duty?"

Three other questions are: (1) When does credit for sea duty begin? (2) When does credit for shore duty begin? (3) How does the Bureau of Naval Personnel go about setting up shore duty eligibility?—C. A. F., PN3, USNR.

• Men reenlisting under broken service (i.e., more than three months after date of discharge) do not receive credit for sea duty in prior enlistments for the purpose of establishing shore duty eligibility. Similarly, Reservists do not receive credit for sea duty served in prior enlistments or active duty if they were on inactive duty for more than three months.

Credit for sea duty, in the case of both USN and USNR personnel, begins on the date of detachment from last shore duty to sea duty. In the case of Reservists this would normally be the date of detachment from the receiving station where they were outfitted and processed.

Credit for shore duty, in the case of both USN and USNR personnel, commences with the date of reporting to any shore activity in the continental U.S.

All computations for shore duty eligibility are made in the Bureau of Naval Personnel. The computations are based upon the individual's complete service record. Anyone in doubt can officially request determination of his own case. It should be noted that every request for placement on the Bureau's shore duty eligibility list is carefully processed and checked in order to ensure that the individual attains his proper standing on the list.—ED.

All-Navy Sports

SIR: Please furnish some information regarding the All-Navy Tennis Tournament or the 6th Naval District Tennis Tournament?—J. C. K., JO1, USN.

• Because of the restricted availability of air transportation and the prohibitive cost of commercial travel, the Navy is no longer conducting the "All-Navy" sports program. Local and naval district level competitions within the Navy for all sports are encouraged and are in operation.

Tennis competitions are conducted by nearly all naval district and station athletic programs. Check with your welfare and recreation officer.

There is an All-Navy boxing tournament this year, however, being held in conjunction with the Olympic try-outs.—ED.

Shooting a Rifle

SIR: The back cover of the August ALL HANDS shows a most attractive young Wave shooting a rifle. It may be that the rifle this young lady is handling has no kick to it, but if there is a kick she had better be careful. Otherwise, that right eye of hers is mighty apt to have a sign hung on it, "Closed for the season."

Many years ago I used to do a lot of shooting at Quantico, Va., I can still hear the old Marine top kick giving me and the other novice riflemen a bad time for having our thumbs in this position—across the stock and behind the cocking piece. I also remember the number of broken noses and black eyes that resulted when the instructions were not complied with.—E.H.C., CDR, USNR (Ret).

• When the Marine Corps used the Springfield bolt action rifle two positions of the thumb of the right hand were taught and considered good positions. One position was thumb across the stock behind the cocking piece. The other position was thumb along the right side of the cocking piece in prolongation with the stock.

Both of these thumb positions were common and were used by some of the best rifle shooters. However, in recruit camps and on some ranges when inexperienced rifle shooters were undergoing instruction the position of the thumb along the stock was preferred. Reason for this was that it appeared to be easier to teach trigger squeeze when the novice shooter didn't grip the rifle quite so tightly.

When the thumb is placed in the position the Wave has hers, it is necessary to grip the rifle with a firm grasp to prevent the thumb from hitting the shooter in the lip or eye.

Among rifle shooters it is common knowledge that when firing in the standing position a firm grip of the right hand with the thumb across the stock aids materially in holding the rifle steady.—Ed.

Benefits for Retired Personnel

SIR: Please advise what benefits are allowed to retired personnel for transportation outside the United States. Also, what are the hospitalization privileges of dependents of retired naval personnel.

Can dependents of naval personnel on active duty receive dental care at naval dental facilities?—J.E.B., ADC, USN.

• Retired members entitled to hospital care are also entitled to dental care, subject to local conditions. They are also entitled to out-patient treatment in naval medical facilities, and their dependents may be accorded the same privileges as accorded the dependents of active duty personnel. No dental care is authorized for dependents of naval

No Award for Guam

SIR: I served at the Naval Supply Depot, Guam, from 13 Feb 1949 until 26 Apr 1951. Several rumors have been circulating concerning a ribbon awarded for service there during this period. Is there such a campaign ribbon?—R. E. L., SK3, USN.

• Service at Guam during the period 1949-51 is not creditable for either the Navy Occupation Service medal or the Korean Service medal since that area is not within the territories prescribed for these awards. There are no other medals authorized for such service.—Ed.

personnel except in case of extreme emergency. See ALL HANDS June 1951, p. 55; BuPers Manual II-7501 and BuPers Circ. Ltr. 20-51 (NDB, 15 Feb 1951) which is based on the Career Compensation Act of 1949, Public Law 351, 81st Congress.

Travel for retired personnel is covered by Joint Travel Regulations. Sections 7008 and 7009 of the regulations provide for travel of dependents.—Ed.

Extra Pay for Movie Operators

SIR: Can you tell me if there is a directive providing for extra pay to movie operators when required to work after regular working hours? What is the standard pay for movie operators? Are officers required to pay movie operators when movies are shown only to them, or does this pay come from the ship's welfare and recreation fund?—B. D. C., ICFN, USN.

• Motion picture operators working outside of working hours, operate motion picture projectors as part of the welfare and recreation activity of the command. They may receive extra compensation in accordance with BuPers Manual, Art. C-7414(3), and current BuSandA directives.

Recreation funds may be used to make payments to enlisted personnel for services performed during off-duty hours, provided the amount paid to any one individual shall not exceed \$75 per month. The average payment on one station, where more than one person is employed, shall not exceed \$50 per month per person. The CO sets the pay scale in accordance with existing directives.

Motion pictures obtained under the Fleet Plan Motion Picture Service are for the benefit of both officers and enlisted personnel. Officers do not pay extra compensation to motion picture operators for separate showing of movies to them. BuPers Circ. Ltr. 68-49 (NDB, Jan-June 1949) with Enclosure A III (8)(b) provides for the plan of compensation to motion picture operators.—Ed.

Extra Duty, Extra Police Duty

SIR: What's the difference between "extra duty" and "extra police duty"? If a man is awarded extra police duty as a sentence of a court-martial, does he rate liberty during the period of extra police duty or is he restricted to the limits of the ship or station?—R. C. M., YN1, USN.

• Before 31 May 1951—the effective date of the Uniform Code of Military Justice—Articles 30, 35 and 64 of the Articles for the Government of the Navy authorized courts-martial to inflict extra police duty as a punishment additional to any of the punishments otherwise authorized. Article 24 authorized commanding officers to inflict the punishment of extra duty.

The distinction between "extra duty" and "extra police duty" was mainly in the authority which assigned these duties as punishment: extra duty being the punishment assigned by the CO and extra police duty being the punishment assigned by the sentence of court-martial.

Since 31 May 1951, under the Uniform Code of Military Justice, a CO may inflict the punishment of extra duty for an offense committed. However, such extra duty must not exceed two consecutive weeks and must not exceed two hours per day, holidays included. See Uniform Code of Military Justice, paragraph 131-b (2) (b).

A punishment of extra police duty is not authorized under the Uniform Code of Military Justice. However, a summary court-martial may award a sentence of hard labor without confinement for a period of 45 days to personnel in pay grades E-1 through E-4 and a special court-martial may award a sentence of hard labor without confinement for periods of up to three months.

The manner of administering extra duty punishment is largely at the discretion of the CO. Upon completion of the daily assignment, however, the accused should be permitted to take leave or liberty to which he is properly entitled.

Further details on the new Uniform Code of Military Justice are contained in ALL HANDS, June 1951, pp. 46-47.—Ed.

Payment for Unused Leave

SIR: Will a Reserve officer with 60 days' unused leave on the books be paid for this leave when he reverts to inactive duty?—J. L. M., LCDR, USNR.

• Yes. Paragraph 54393-2, Bureau of Supplies and Accounts Manual, provides that Naval Reserve officers released from active duty are entitled to a lump sum payment for unused leave upon such release.—Ed.

Normal Tour of Duty

SIR: Some activities in this area contend that once a man reports to an overseas activity in Hawaii or Alaska, he must complete a full tour, regardless of the amount of sea duty he may have accumulated prior to reporting to the overseas activity and his standing on the Shore Duty Eligibility List.

If the policy of some activities is pursued, men with seven or eight years sea duty will stand by and watch men with three or four years island duty, in the same rating, being ordered ashore.

Please clarify this question.—R.K., YNC, USN.

• *Personnel on shore duty or serving in non-rotated ships outside the continental United States with dependents on station are required to complete a normal tour of duty for the area, commencing upon date of arrival of dependents in the area, as prescribed in BuPers Circ. Ltr. 74-50 (AS&SL, January-June 1950), prior to being considered for transfer to a normal tour of shore duty. This restriction is considered necessary to justify transportation of dependents and household effects from the United States.*

Personnel on shore duty or serving in non-rotated ships outside the continental United States, West of Hawaii (not including the Hawaiian Islands), without dependents on station are required to complete one year on station prior to being considered for transfer to a normal tour of shore duty. This restriction is considered necessary in the interest of permanency of personnel, and in view of the excessive time spent in transportation en route to these activities and the resultant overall loss of the man's services to the Navy if he were transferred back to the continental United States for shore duty after having been on station for only a short period of time.

However, provisions have been made in BuPers Circ. Ltr. 36-50 (AS&SL, January-June 1950) that, in special circumstances it may be necessary to detail personnel to shore duty regard-

Using Form B for GED Purposes

SIR: One of the various requirements for appointment under the LDO program is that the candidate must have completed the GED Test (High School Level).

In 1946 I took the GED Test (High School Level—Test Form B) at a local high school. I have not taken the Form A test (which was for military personnel on active duty).

Is Test Form B sufficient for the requirements of BuPers? Or is it necessary for me to complete Test Form A?—C.F.W., DKC, USN.

• *Test Form B is sufficient. The Navy accepts for in-service purposes GED test results from an official agency of the Veterans Testing Service of the Educational Testing Service.*

Submit an official high school transcript with GED test scores in an official letter and it will be acceptable to BuPers.—Ed.

less of the length of time spent on station.

At the present time, in view of the curtailment of sea/shore rotation from July 1950 to July 1951, and in fairness to those personnel on the SDEL with long periods of continuous sea service who are serving on shore or in non-rotated ships west of Hawaii without dependents on station, orders to a normal tour of shore duty provide that these personnel will be transferred regardless of the length of time on station.—Ed.

Figuring Leave Credit

SIR: We have an argument here on a question which I would like you to settle. Two yeomen say that if leave credit at the end of a fiscal year results in a half day, credit is given for one full day. For example, if a man was on active duty for 11 full months, no extra days, they say that leave credit for the fiscal year should be 28 days. I believe that it should be 27½ days and that the extra half day is given only when the record is being closed out, such as separation, death, or desertion. Who is right?—P. M. L., YN1, USN.

• *Your interpretation is correct. When a half day leave credit is involved at the end of a fiscal year the half day is carried forward to the new fiscal year. For example, if a member were on active duty for 11 full months on 30 June and took no leave, his leave credit on 1 July is 27½ days and should be so entered in his leave record. The extra half day is given only when the leave record is being closed out for the reasons cited in your query.—Ed.*

GI Loan Eligibility

SIR: I reenlisted for four years in 1939 and extended that enlistment for three years in 1943. Then, in December 1943, I accepted a temporary commission which I now hold. My status as an enlisted man has not changed or terminated.

I am now in the process of buying a home and I find I am not considered a "veteran" for the purposes of obtaining a GI loan. Is there any way I can qualify for a GI loan?—A.J.H., LT, USN.

• *The Serviceman's Readjustment Act of 1944, as amended, was passed primarily for the benefit of persons who were returning to civilian life. Therefore, the GI Bill requires, as a prerequisite to entitlement to the loan benefits, a discharge or release from active service.*

Since you have not been discharged or released from active service since your reenlistment in 1939—which was prior to the passage of the GI Bill—you are not eligible for the GI loan guaranty at this time.

Personnel who have remained on active duty and who have been given loan guarantees have received these guarantees because they were able to present some evidence of discharge or separation as required by provisions of the law.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *USN Base Hospital No. 3 (Espiritu Santos, New Hebrides): A reunion of all officers and enlisted men of Cub 1 and Cub 13 Medical Units serving during the Guadalcanal campaign will be held in June 1952. Interested personnel should contact Dr. Albert S. Hyman, 450 East 63rd St., New York 21, N. Y.*

• *uss Miami (CL 89): All former members, officers and enlisted personnel, interested in a reunion to be held in the spring of 1952, with time and place to be decided, should contact Lester D. Cavner, Cavner Funeral Home, Eureka Springs, Ark.*

• *uss LST 534: All former members interested in a reunion to be held in the spring of 1952, with time and place to be decided, should contact James G. Sarres, 166½ Main St., Oshkosh, Wis.*

• *uss Arkansas (BB 33): All former shipmates interested in a reunion, time and place to be decided, should contact Tom Maher, 9154 86th St., Woodhaven, Long Island, N.Y.*

Transfer from Navy to Marines

SIR: Would it be possible to get a transfer from the Navy to the Marine Corps? If so, I would like to finish out my present enlistment as a Marine.—J.D.S., SN, USN.

• *The Navy Department does not authorize direct transfer to another branch of the military service. Further, it is not the policy of the Navy Department to authorize discharge of enlistment personnel on active duty prior to the expiration of enlistment for the purpose of enlisting in another branch of the service.—Ed.*

Functions of the Marine Corps

SIR: In a recent discussion the questions arose, "What is the job of the Marines? Are the Marines trained and equipped to perform functions different from the infantry?" I have heard that there is some type of landing that the Marines can make, in accordance with International Law, without constituting a state of war. Is this so, and are there any particular functions of the Marine Corps which are not performed by the Army?—R.J.R., RMN3, USNR.

• There is no embodied code known as "International Law." International Law is a body of doctrine that has gained tacit, or implied, acceptance through traditional practice. Traditionally, Marines have been the troops landed on foreign shores to protect U.S. lives and property because they comprise a highly mobile naval force in being and thus were either at the scene aboard naval vessels or readily available for immediate action. No international wars have resulted from this type of intervention.

The functions of the Marine Corps are spelled out by the National Security Act of 1947 (Public Law 253, 80th Congress, as amended by Public Law 36, 81st Congress and Public Law 216, 81st Congress). Section 206 (c) states, "The United States Marine Corps, within the Department of the Navy, shall include land combat and service forces and such aviation as may be organic therein. The Marine Corps shall be organized, trained and equipped to provide fleet marine forces of combined arms, together with supporting air components, for service with the fleet in the seizure or defense of advanced naval bases and for the conduct of such land operations as may be essential to the prosecution of a naval

Wearing Gold Hashmarks

SIR: I have received the second and third Good Conduct Ribbon awards. Am I required to wear gold hashmarks and rating badge? —M.R.M., BUC, USN.

• Enlisted personnel eligible to wear gold lace service stripes and a gold rating badge are required to do so in accordance with U.S. Navy Uniform Regulations, Art. 9-80(b).—Ed.

campaign. It shall be the duty of the Marine Corps to develop, in coordination with the Army and the Air Force, those phases of amphibious operations which pertain to the tactics, technique, and equipment employed by landing forces. In addition, the Marine Corps shall provide detachments, and organizations for service on armed vessels of the Navy, shall provide security detachments for the protection of naval property at naval stations and bases, and shall perform such other duties as the President may direct: PROVIDED, That such additional duties shall not detract from or interfere with the operations for which the Marine Corps is primarily organized. The Marine Corps shall be responsible, in accordance with integrated joint mobilization plans, for the expansion of peacetime components of the Marine Corps to meet the needs of war."

It can be stated on the record, then, that (1) the Marine Corps is a traditionally highly mobile striking force in being with a ready reserve, (2) that it has pioneered and developed to the highest degree the tactics and techniques of amphibious assault, and (3) that it is the only balanced air-ground combat component whose members serve on land, at sea, and in the air.—Ed.

No Travel Time on Leave

SIR: I was under the impression that Article C-6310, BuPers Manual, could be used reversibly when administering leave to natives of American possessions and territories. I know of many instances where travel time was charged against the sailor's leave account, however. This means the sailor would have to take about 60 days' leave in order to have 30 days at home. What is the regulation on this?—R. B., YNSN, USN.

• Leave regulations approved by the Secretary of the Navy do not permit the granting of travel time to members traveling to localities outside the continental limits of the United States while on authorized leave.

Therefore, all travel time and delay involved in such cases must be charged to the man's leave account.—Ed.

Quarterly Marks

SIR: I have a question about performance of duty (or quarterly) marks. According to the BuPers Manual, non-rated personnel in the seaman branch are to be marked in seamanship. Are Wave seamen and seaman apprentices to be marked in seamanship?—K.P.W., YN2, USN.

• Seamanship marks, so the BuPers Manual says, are required for personnel of all rates in Group I Deck and Group II Ordnance. This would include seamen and seaman apprentices striking for rates in those groups. Seamen and seaman apprentices striking for rates in other occupational groups need not be marked in seamanship.

With the exception of the fire control technician (FT) rating, women are not authorized to strike for deck or ordnance ratings. Consequently, marks in seamanship for women strikers of all other ratings are not required.

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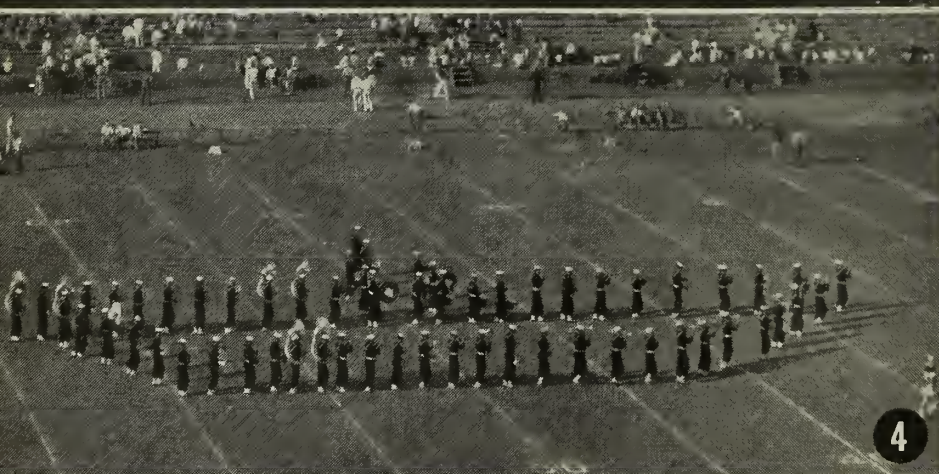
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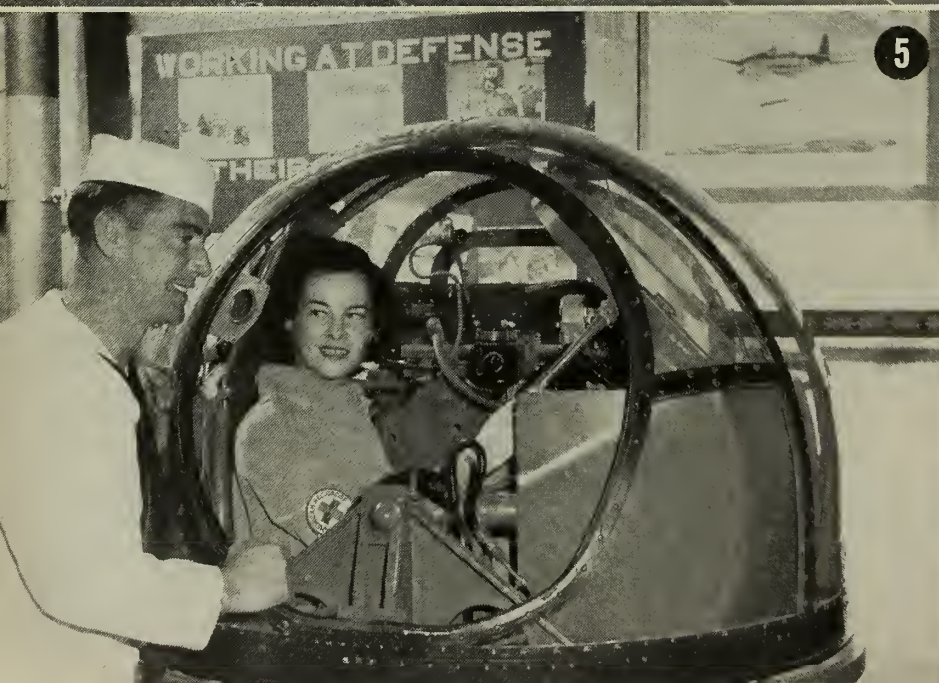
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TODAY'S NAVY

Rear Admiral J. F. Bolger Is Named The Deputy Chief of Naval Personnel

Rear Admiral Joseph F. Bolger, USN, has relieved Rear Admiral Frederick W. McMahon, USN, as Deputy Chief of Naval Personnel. Before this assignment, Admiral Bolger served as Assistant Chief of Naval Operations (Air). He was the first commanding officer of USS *Midway*, the first of the CVB class.

Admiral Bolger has been associated with the Navy's aeronautical organization for more than 27 years, beginning in February 1924, at NAS Pensacola, Fla. He commenced his first aviation duty in the fleet in the aircraft tender, USS *Wright* (AV 1). During World War II his duties included that of Operations Officer on the staff of ComAirScoutingForce and Chief of Staff of Fleet Air, West

Coast. As commanding officer of USS *Intrepid* (CV 11) from May 1944, to February 1945, Admiral Bolger was twice awarded the Navy Cross during operations in the Pacific.

Admiral McMahon has assumed command of Carrier Division Five, U.S. Pacific Fleet. Prior to his assignment in September 1949, as Deputy Chief of Naval Personnel, Admiral McMahon was Director, Aviation Personnel, Office of the Chief of Naval Operations. He has a background of many years of service in Fleet aviation activities, commanding an escort carrier in the Pacific during World War II.

Marine 'Copter Squadron

A second transport helicopter squadron has been formed at the Second Marine Air Wing at Cherry Point, N.C. This brings the number of such squadrons up to four. Of the remaining squadrons, one is in California and the other is in Korea.

The formation of another East Coast squadron, a Marine Corps spokesman said, will further the development of the Marine's new concept of amphibious warfare. This is the "air head," which supplements the "beach head." It involves vertical envelopment (from the air) as compared with the conventional seaborne amphibious movement.

Marine transport helicopter squadrons employ HRS-1 aircraft.

← The Navy in Pictures

1. Men of USS *Boxer* take a unique way of showing they gave 2377 pints of blood during recent drive.
2. Apartments which will house families of 56 enlisted men are going up at Kodiak, Alaska.
3. Curvaceous Josita Hernandez sings a welcome to 2,000 Marines arriving at San Juan, P.R., on liberty from rough LantFlex exercises.
4. Bluejacket band from NTC San Diego struts its stuff during a game between San Diego Navy and Southern Cal.
5. B. O. Bower, AM2, shows Red Cross worker Dorothy Dickinson the inside story on a TBM turret at the 1951 Atlantic Rural Exposition.

YESTERDAY'S NAVY



U.S. monitor *Patapsco* sunk off Charleston by a Confederate torpedo, 15 Jan. 1865. A Curtiss biplane was first plane to land on a ship, USS *Pennsylvania*, 18 Jan. 1911, Frisco Bay. U.S.S. *Turner* exploded Jan. 1944, 100 lost.

JANUARY 1952

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BACK FROM LIBERTY in a holiday mood come sailors of the mythical ship USS *Beeno*, fresh from solving some of the perplexities of a foreign land.

Talented Carrier Crew Produces Musical Comedy

A musical comedy which points out all the pitfalls that await the crew of a U. S. Navy ship on its first cruise in the Mediterranean was played before appreciative audiences in the Norfolk, Va., area.

Conceived, written and staged by the crew of USS *Midway* (CVB 41), the show's seven original skits describe vividly the money exchange problem, the odd customs of the natives and the inevitable woman trouble. Ten lively songs written by the show's producer, Lieutenant (j.g.) Beaumont Glass, underline the main theme. Samples: "Don't Say It With Flowers, Say It With Francs," "You Speak Joe?," "Another Port, Another Girl" and "Go See The

Chaplain"—all very catchy tunes.

In the six months required to put the revue together, all hands pitched in to help. *Midway's* carpenters assembled the scenery. Electrician's mates operated the stage lights. The ship's recreation council chipped in to meet the modest budget. Even the carrier's mascot got into the act. Dressed in some canine finery and ready to hit the beach, he was billed as a "liberty hound."

The accompanying program gave the audience fair warning of what to expect. In small print, it stated, "Any resemblance to any persons living, dead, or aboard the USS *Midway*, is just one of those funny coincidences."

Fastest and Highest

A Navy plane has gone faster and climbed higher than any other aircraft. Exact figures remain classified, but the altitude attained was well over the previous record of 72,394 feet. The speed surpassed 1,000 miles per hour. This high-flying speedster is a Douglas D-558-II *Skyrocket*.

A rocket-powered job with swept-back wings, the *Skyrocket* is ordinarily equipped with both a jet engine and a rocket engine. For the speed and altitude flights and other similar flights, the jet was removed and more rocket fuel tanks were installed to enable the plane to make

further research flights at greater speeds. Fuel consumption is large, a ton of propellant a minute being eaten up by the rocket engines.

The *Skyrocket* is launched, while well aloft, from a B-29. Flying as it does in the upper atmosphere, the plane is able to make its great speeds because rocket operation is more efficient in thin air. After the plane expends its fuel the pilot brings it down in a wide-swinging spiral descent. The pilot lands it on the Muroc desert lake bed of Southern California at over 150 mph deadstick.

Main purpose of these flights is to furnish important information on supersonic flight.

LtGen Shepherd Heads USMC

Lieutenant General Lemuel C. Shepherd, Jr., USMC, has been nominated by the President as Commandant, U.S. Marine Corps, to succeed General Clifton B. Cates, USMC, whose four-year term expires 31 December.

General Shepherd who is currently Commanding General, Fleet Marine Force, Pacific, commanded the First Provisional Marine Brigade and led the invasion in the recapture of



LtGen L. C. Shepherd

Guam in mid-1944. After organizing the Sixth Marine Division from the First Brigade and leading it in the Okinawa campaign, General Shepherd landed with his division at Tsingtao, China, and received the surrender of the Japanese forces in that area.

The general's career began in May 1917 as a second lieutenant with the Fifth Marine Regiment in World War I. He was twice wounded in Belleau Wood and again in the St. Mihiel and Meuse-Argonne offensives and won the Navy Cross, the Distinguished Service Cross and the Croix de Guerre in these actions. He holds more than 30 American and foreign decorations.

General Cates will step down from four-star rank and assume command of the Marine Corps schools establishment at Quantico, Va., as lieutenant general. The retiring commandant recently returned from Korean front line inspections and conferences and in his last press conference, lauded the "significant contribution made by our Reserve components to the Marine Corps' efforts during the present emergency."

New Model 5-Inch Gun

A new model dual-purpose 5-inch gun is now in production for the Navy. It is a gun incorporating new techniques of firing mechanisms and ammunition supply.

This gun is being produced by a mid western manufacturing firm. It was developed by personnel of that firm working with Bureau of Ordnance research and engineering specialists.

U.N. Forces Recover MIG-15

From the west coast of Korea to Dayton, Ohio, it's a long way to transport a battered and broken plane. But when that plane is a MIG-15 jet fighter—the first to be captured by U.N. forces in reconstructible condition—it's worth the trouble. Aviation experts of various testing facilities, who are now closely studying this jet fighter, can thank a small group of fighting men from three U.N. nations for the object of their studies.

The Navy played a key part in recovering the downed jet fighter, along with U.S. Army and Air Force, British and ROK forces. Behind that recovery is a story of derring-do in the shallow waters off Western Korean shores.

Last summer word began to reach U.N. Navy officers telling of a downed enemy plane lying off shore about 100 miles behind the fighting lines. First reconnaissance attempts to establish this as fact were hampered by fog and overcast skies. Later flights furnished photographs which verified the existence of the downed plane. To mark its position, a USN helicopter flying from a British carrier dropped a buoy over the aircraft's position.

Studies of the prospects of salvaging the MIG showed it to be a double threat affair. First, there was the difficulty of getting salvage craft and crews to the plane. This involved maneuvering the craft in fast-running currents and through twisting channels leading to the shoal water where the plane lay. Second, there was the threat of gunfire from enemy forces ashore and attack by enemy forces overhead. As it developed, the threat from the ground forces materialized.

Keystone of the plane salvage operation was USS LSU 960, which was rigged with a mobile crane. The "960" was carried to the seaway off the shallow water area in the well deck of the USS Whetstone (LSD 27).

At the entrance to the main channel leading to the downed plane, a parade was formed. In the lead was the motor launch from British frigate, HMS *Cardigan Bay*. Following were LSU 960 and an ROK motor launch. Overhead flew *Sea Furies* launched from HMS *Glory*. These planes performed the double service of pointing the way through

This Naval Apiator Has Thousands of Wings

Very few men in the Navy can call themselves naval apiators. Robert G. Manning, AMC, USN, stationed at Barber's Point Naval Air Station, Oahu, Hawaii, can because his hobby is beekeeping.

Not so long ago Chief Manning investigated a swarm of bees causing a disturbance in a church building. He smoked them into a box, robbed them of their honey and found himself in the bee business.

The enterprising chief built beehives out of boxes. He made himself a protective suit from a discarded rubberized survival suit, adding a screen helmet to complete the outfit.

A friend helped the cause along by asking Chief Manning to smoke out some bees that had set up housekeeping in his home. Manning added another beehive.

Now, he has six beehives and a shelf of books on beekeeping. Quite a lot for a man who doesn't even like honey.



BEESSNESS is very good with Robert G. Manning, AMC. The unstung hero shows 'comb swarming with bees.

narrowing channels between sand banks and affording a protective umbrella.

When the little group reached the area, the main brunt of the work fell on the USN-manned "960." Sailors, Army and Air Force technicians secured slings around the plane's engine and hoisted it aboard the "960." The engine was covered with mud, but it was intact.

Operations continued until nightfall. The craft remained in their exposed position during the night. HMS *Glory's* planes were relieved by aircraft from USS *Sicily* (CVE 118). These planes furnished air cover during the remainder of the operation.

Early the following morning salvage was resumed. While this offshore operation was underway, another party ventured ashore and went about collecting scattered parts of the MIG-15. Two hours after the morning's work had begun, the shore party sent word that they were under heavy machine gun fire. *Sicily* responded by dispatching Marine-piloted *Corsairs* to furnish cover for the shore party. Later the beach group again called for help. Once again the *Corsairs* zoomed low

over the shoreline rocketing and strafing the enemy troops for ten minutes. This forced them back to the surrounding hills. Still later, Red heavy artillery opened up, but this too was silenced.

By mid-morning the "960" and accompanying small craft had loaded aboard all sections and pieces of the downed plane. The little group then began picking its way through the channels leading out to deep water and the protection of large warships. The Russian fighter was on the first leg of its stateside trip.

Exhibit Honors Coast Guard

"The Coast Guard in Action Since 1790" is the title of the winter exhibit at the Truxtun-Decatur Naval Museum, Washington. The exhibition opened on 16 November and will extend through February 1952.

In this seventh exhibition, the Naval Historical Foundation pays honor to the Coast Guard which is an outgrowth of the earlier Revenue Marine, Revenue Cutter and Life Saving Service.

The exhibit will include paintings, photographs, prints, models, objects and documents.

Mobile Foam Generator A Wet Blanket to Fires

The Navy has a new battle-proven system for extinguishing oil and gasoline fires. Believed to be the most efficient in the world, it is the result of 10 years' development by the Naval Research Laboratory of the Office of Naval Research.

The system involves the first motorized mechanical foam generating equipment to be engineered specifically for fighting oil and gasoline fires. Such fires have long been considered the Navy's primary hazard.

Two methods of tackling large tank fires have been tested in the laboratory and during the Korean conflict. One utilizes surface application by means of pipes installed on the tank. The other method is by "subsurface injection." Foam is "injected" into the tank through the bottom and rises up through the cold fuel to the burning surface where it cools and extinguishes the fire. The injection method is particularly valuable because it enables the fire fighter to control the foam injection from a safe distance.

Working in cooperation with the Bureau of Ships, NRL recently completed the redesign of large-capacity piped foam systems aboard aircraft carriers. These systems have put out many fires in the Korean conflict. A reliable push-button remote control puts the entire apparatus in motion in just 12 seconds.



NEW UNIT spews out 2,000 gallons per minute and needs only 12 seconds to swing into action.

Womanpower Drive

An all-out campaign to bring more women into the armed forces is under way.

The eight-month drive to raise the total in all branches to 112,000 women began last month on Armistice Day. In the opening ceremonies, an invitation to join up was made by the President to young women between the ages of 18 and 34 qualified for military service. Anna M. Rosenberg who, as Assistant Secretary of Defense and the top woman in the nation's defense program, is one of the leading sponsors of the call for women to the services.

"Womenpower" must be included in any discussion of manpower in the defense department, says Mrs. Rosenberg. The program is planned to accomplish three objectives: first, publicize the fact that the military needs many more women in the services; second, create public acceptance of the fact that women-in-uniform are doing their duty, and a woman's job; and third, to accelerate the flow of quality as well as quantity in recruiting. The objective is 82,000 more women in the services by June 1952, in addition to the present 30,000.

The nine separate women's services combining the coordinated campaign are: Waves, Navy Nurse Corps, women marines; Wacs, Army Nurse Corps, Army Women's Medical Specialists Corps; Wafs, Air Force Nurse Corps, and Air Force Women's Medical Specialist Corps.

Coast Guard Spars are not within the immediate plan since, under non-war emergency conditions, they exist only in Reserve status. In the event of a national emergency, Coast Guard would automatically operate under Navy, and Spars at that time would be integrated into the over-all women's organization in the armed forces.

Navy's Shipbuilding Program

The Navy's current expansion program provides for the construction, conversion or modernization of upwards of 180 vessels. This work is being done both by private construction firms and by various naval shipyards.

Already under construction or soon to be started are almost 100 vessels. Mustered by types and numbers they are as follows: one large aircraft carrier (CVB); 28



BIG CHIEF James Thompson, SKC, smiles out of mirror at the old James Thompson, SK1, in this trick photo.

mine sweepers (AMs); 44 auxiliary mine sweepers (AMSs); six fleet oilers (AOs); 15 landing ships tank (LSTs) and one destroyer escort (DE).

Paralleling the shipbuilding part of this program is the conversion and modernization work going on in the nation's shipyards. Here is the breakdown by types and numbers: 12 destroyers are being converted to radar picket destroyers (DDRs); 23 submarines (SSs) are being converted to six anti-submarine submarines (SSKs); four radar picket submarines (SSRs), one guided missile submarine (SSG) and 12 guppy (greater underwater propulsive power) submarines—retaining the same letter designation—(SS).

Five heavy cruisers (CAs), one light cruiser (CL), one anti-aircraft cruisers (CLAA) and 52 destroyers are also included in the conversion program. Their conversion differs from the above change-of-designation type in that it is an armament conversion. The destroyers undergo conversion during regularly scheduled naval shipyard overhauls.

Four Essex-class aircraft carriers (CVs) are undergoing modernization or are scheduled for modernization. One aspect of this work is the strengthening of the flight deck, enabling these ships to launch and land heavier planes with larger bomb loads.

Two U.S. Ships to Korea

Two hard working ships of the U.S. "small ship" Navy have been loaned to the Republic of Korea Navy. The transfer ceremony for these two—the *uss Tacoma* (PF 3) and *uss Hoquiam* (PF 5)—took place at Piedmont Pier, Yokosuka, Japan.

Since their commissioning in 1943, these two patrol frigates have had varied careers. Built for the Navy at a west coast shipyard they saw World War II service in the Aleutians. During this period they were manned by Coast Guard personnel. In 1945, along with several other patrol frigates, they were transferred to Russia in accordance with Lend Lease provisions in effect at that time.

Little is known about their activities while under the banner of the hammer, sickle and star, but they appear to have worked out of Vladivostok. At any rate the Russian crew members departed for Vladivostok on a Russian freighter after the frigates were returned to the U.S. Navy late in 1949. This ceremony also took place at Yokosuka.

In mid-1950, because of the Korean conflict and the prevailing shortage of escort and patrol vessels, 12 of the Yokosuka-based PFs were reactivated, *Tacoma* and *Hoquiam* among them.

Ere long they were engaged in United Nations Blockading and Escort Force operations in Korean waters. This time *Tacoma* and



LEATHERCRAFT is practiced by crewmen in their off-hours aboard USS McCard (DD 822). Mess hall tables are cleared and presto—a hobby shop.

Hoquiam were manned by USN and USNR crews. They did well for themselves.

Hoquiam set a record for frigate class ships of 73 days in Korean waters. In North Korea, at Hungnam, she acted as communications and "crypto" center during the evacuation. In December 1950, she was underway on anti-junk patrols and mail runs to Wonsan. She also served as traffic control frigate in the Hungnam channel and as aircraft homing beacon ship off the entrance to the channel.

Both frigates took a very active

part in shore bombardments of enemy installations while part of the U.S. Navy. Indications are that their duty in the ROK Navy won't be far different.

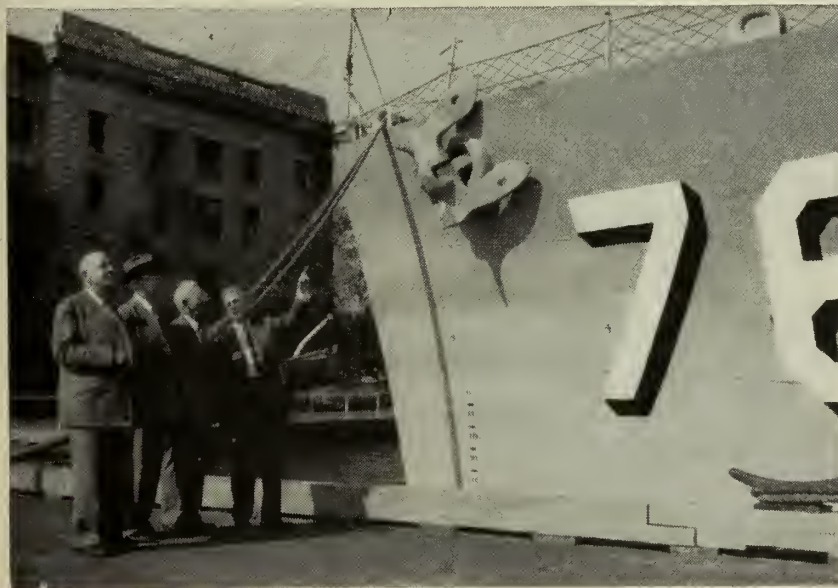
Ship Is Seafood Special

Because of a dam in Guam, a Military Sea Transportation Service ship was bestowed with a new unofficial nickname. The ship—USNS *General D. E. Aultman*. The nickname—"The Seafood Special."

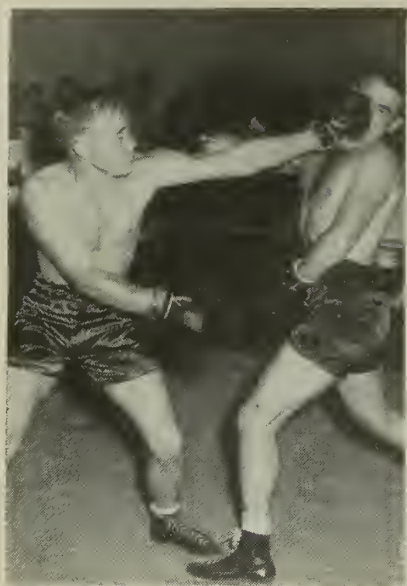
The Guam dam backed up a river, forming a reservoir. The still waters of the reservoir offered an excellent mosquito breeding ground. To prevent mosquito populations from expanding, the best bet is to snuff out their lives while they are still in the larvae stage. Science, represented by the California Game and Fish commission, reminded the Navy about "mosquito fish"—little monsters with an insatiable appetite for mosquito larvae. The commission then presented the Navy with 1,500 mosquito fish.

These fish were shipped aboard *Aultman* in six 50-gallon drums. A vital part of this piscatorial installation was a small compressed air motor which kept the fish supplied with fresh air.

Somehow, West Coast reporters got word that the fish were to be fed a mysterious preparation called Ingredient X. It developed that this preparation was common, every-day seafood to give a change of diet to the mosquito fishes' regular diet of low-grade hamburger.



NAVY OLDSTERS—Four members of the Naval Academy class of '97 look at DDE of the new Navy during Alumni Homecoming festivities at the Academy.



OO—O—PF! Blaine Elton plants a stiff left in Walter Bowen's face at a NavSta San Juan P. R., smoker.

Cricket—Softball

There were lots of laughs for the spectators when sailors from HMS *Superb*, British cruiser visiting Newport, R. I., and a group of Fleet Training Center athletes got together for a double-feature exhibition of cricket and softball.

As was expected, the Yanks lost at cricket and the British at softball. Accustomed to gloveless cricket, the British team found it a bit rugged playing softball without mitts, but

it was equally as tough for the Newporters when they had to play cricket bare-handed.

The most confusing to both sides was the little matter of the bat. In cricket, the bat has to be carried by the runner in order for a score to tally. Failing to do this and instinctively dropping the bat after each hit cost the Yanks many points. On the other hand, it was amusing to see the British hitters lugging the bat around the bases.

National Archery Champ

The 1951 national archery champion is Reuben Powell, ADC, usn, of NAAS Miramar, San Diego.

Entering the competition with only two years of experience, and using a homemade bow, Chief Powell topped 473 of the best archers of America and Canada to win the title at the Sixth National Annual Field Archery Meet at Watkins Glen, N. Y.

Parris Island Cagers Strong

Hoop prospects for the current season are bright at MCRD Parris Island, S. C., home of the 1950-51 All-Marine basketball champs.

Among the more than 25 candidates to answer the initial call for practice were all five of last season's starting quintet. Also on hand to assist the P. I. leathernecks in the defense of their trophy are six other veterans of the All-Marines squad.



HAPPY HUNTERS — Proud trio from Yokosuka, Japan, displays a 220-lb. wild boar bagged in the nearby hills.

Navy Wins Sailboat Regatta

Small craft racers of the U. S. Naval Academy won the annual Hexagonal Regatta for dinghies held at Annapolis, Md.

In addition to gaining first total-point place, Navy annexed honors for most first places in the 12-race event.

Other contenders, in the order of their final standing, were Georgetown and Catholic U., of Washington, D. C.; Duke, of North Carolina; and Haverford and Lafayette, of Pennsylvania.

The Navy skippers ran up a 65 to 56 point margin over the second-place Georgetown entries.

Pond Built For Fishing

When piscatorial sportsmen at Quantico Marine Corps Schools decided that what they needed was a good still-water fishing area, they turned to in typical Leatherneck get-it-done fashion and built themselves a private pond within the schools' reservation.

The first of a series of such projects, Camp Upshur Pond, as the miniature lake is called, is now open for fishing. Following its completion by the Quantico Rod and Gun Club last year, the pond was stocked with 1,200 fingerlings, including some 200 black bass, and has been fertilized periodically to ensure a bountiful supply of finny specimens.



WICKED WHACK connects for E. L. Livramento, YN1, of Newport, in the U. S.-British cricket match. Britons won at cricket 10-3; Yanks, at softball 20-1.

Cruiser Wins Trophy

Crew members of USS *Manchester* (CL 83), recently commended for outstanding service while their vessel was operating in Korean waters, have added to their laurels by winning the Athletic Excellency Trophy for 1951 (battle-ship, cruiser and destroyer tender class).

The trophy is awarded annually to the Pacific Fleet ship whose athletic teams have made the most prominent achievements during the year.

Wrestler Wins Honors in Japan

Richard A. Delgado, SN, usn, potential Olympic wrestler of Naval Training Center, San Diego, has returned with mat honors from an exhibition tour of Japan as a member of a top-flight five-man U. S. National Amateur Athletic Union team.

Grappling in the flyweight division, 124.5-pound Delgado won eight of his nine matches. He arrived at San Diego loaded down with a silver cup, two trophies, two gold plaques, and seven belt buckle awards.

In this competition, the first Japanese "Good Will Championship," the American athletes gained valuable experience under the international rules by which the 1952 Olympic wrestlers will be governed.

Who Won on the Gridiron

Among Navy gridiron forces to report "mission completed" are the NAS Alameda (Calif.) "Helleats" who copped the 12th Naval District cup by thumping the Moffett Field "Flyers" 33-6 in the playoff contest.

The NAS Quonset Point (R. I.) "Flyers" are the 1st ND title winners by virtue of a 25-14 victory over the runner-up team, NTS Newport.

Santa Barbara College of California was one of the nation's few unbeaten and untied elevens until it was beaten on 27 October by the Amphibious Force, Pacific Fleet, gridgers in a close one, 25-21.

In tough football circles, FasRon 112, intramural champs of NAS Whidbey Island, Wash., added another mug to their trophy case by routing FasRon 895 of NAS Sand Point, for the Fleet Air Seattle championship.

SIDELINE STRATEGY

Many a hunter will come home with an empty bag this fall, but one who should do OK, providing he lives up to his name, is a Sioux Indian at NTC Great Lakes—Abel Benedict Catch The Bear, SN, usn.

"Sunday movies every day," is the situation at Little Creek, Va., where the Amphibious Force Fleet Movie Exchange is in charge of Harold L. Sunday, SN, usn.

The USS *Franklin D. Roosevelt* "Presidents," winners of the 1951 ComAirLant baseball championship, were steered to the title by Co-Captain Thomas R. Rudder, AN, usn.

For outsiders to bring "ammunition" and "malt liquor" into a penal institution, and get away with it, would be a neat trick any week. But it happened recently in Florida where the "Bullets," exhibition boxing team of NavSta Green Cover Springs, invaded Raiford State Prison, taking along squad member Heinz C. Beer, CSR3, usnr.

The 5th Annual Puget Sound Naval Shipyard Recreation Association Salmon Derby offered among its 200 prizes, one deep freeze unit. Of the more than 2,800 entrants, the angler to win the deep freeze was Vernon Heater.

At the end of the second quarter of the Camp Lejeune,

N. C. fishing tourney, the high man was Lowe.—Cpl R. L. Lowe, usmc.

Most all men, as boys, have at one time or another harbored the secret ambition to lead a parade. One such aspiration has finally been realized by SSgt Rene Nadeau, usmc, of MCAS El Toro, Calif. While on leave recently in his home town of Eagle Lake, Me., Sergeant Nadeau was appointed grand marshal of a gala parade arranged in celebration of the opening of a mill which lays claim to the distinction of being the only one of its kind in the U. S. Its operation is devoted exclusively to the manufacture of bowling pins.

Gridiron spectators had their eyes goggled when a Maryland player intercepted a Missouri pass behind his own goal line and romped 105 yards for a touchdown to set a new Maryland long-distance statistic. This stunt brings to mind another football marathon record which still stands on the books of the Los Angeles Memorial Coliseum. It was established in 1944 in a contest between NTC San Diego and the University of Southern California. "Gus" White of the Navy Blue-jackets scooped up a USC kickoff five yards behind his own zero stripe and slithered into the promised land 105 yards away.—Ernest J. Jeffrey, JOC, usn.



THE BULLETIN BOARD

New Type Scoring System For Advancement Exams; Other Changes Are Listed

Several changes have been announced concerning the service-wide competitive examinations for advancement in rating, effective with those scheduled for January 1952. (See ALL HANDS, October 1951, p. 40).

The most important change is the combination of the military and professional exams into one over-all exam. The military questions will be slanted to the requirements for the rating group involved.

A new scoring system is being put into effect which differs from the present 2.5-4.0 system. The new scoring system will be scaled from 0 to 80. The passing score will be set at an intermediary point on the scale after an analysis of the exam itself—based on the requirements set forth for each rate—and the performance of all examinees in each examination. Thus the passing score may vary for each individual examination for every rate.

As the examinations must be pre-



"Leave the sideburns."

"Next!"

pared at least six months prior to scheduled examination dates to allow time for printing and distribution some questions may be obsolete or no longer appropriate at the time the examinations are held. For this reason the instructions include a statement that obsolete questions will not handicap a candidate who marks the answer that he believes to be most nearly correct. Obviously, candidates should not attempt to determine whether or not any given question is obsolete. They should answer all questions to the best of their ability. If a question has been found faulty or inappropriate by the Ex-

aming Center after distribution or upon receipt of the examination returns, action is taken to eliminate the question from the scoring process and succeeding examinations. Such faulty questions may be revealed by review of the examinations at the Center, by comments received from examining boards and commands or by analysis of returns at the center. Responses to every question are analyzed and if the percentage of incorrect answers to any question is abnormally high the question is considered faulty.

Marks attained by candidates will not be reported with the authorizations for advancement. Instead, the score under the new system will be computed directly into the "final multiple," which is based on the individual's score, time in the Navy, time in pay grade and awards. The advancement authorizations received by commanding officers will indicate that the individual passed and will show the final multiple earned individual.

The post card notice, used in July and announced for the January 1952 exams, which advises the individual at an early date as to whether or not he passed the exam, will be discontinued after the January 1952 exams. The new scoring procedure makes it impracticable to mail such information to candidates at a date sufficiently in advance of the official notification to serve a useful purpose.

Further details are contained in BuPers Circ. Ltr. 183-51 (NDB, 31 Oct 1951). Earlier information on the Naval Examining Center which did not include the above, is in ALL HANDS, October 1951, pp. 48-50.

HOW DID IT START

"Ship Ahoy!"

The customary hail to a boat or vessel, "Ahoy!" is believed to have derived from the war cry of the ancient Vikings, the piratical, sea-roving Norsemen whose adventures and conquests during the period between the 8th and 13th centuries made them famous in European history.

When these dreaded sea kings went into battle, they uttered the cry "A'Oe!" This, through the years, has become the distinctly nautical hail, "Ahoy!"

In this connection, it is amusing to note that when the first telephone switchboard and exchange was installed in 1878 at New Haven, Conn., the salutation was not "Hello," but "Ahoy! Ahoy!" The word "hello" has not been found in literature previous to 1880 when the word became the common telephone response. Thomas A. Edison is credited with the introduction of "Hello!" a variant spelling and pronunciation of the 16th century huntsmen's call of

"hallow," "halo," or "hillo." By the 19th century it had been corrupted into the word "hullo."



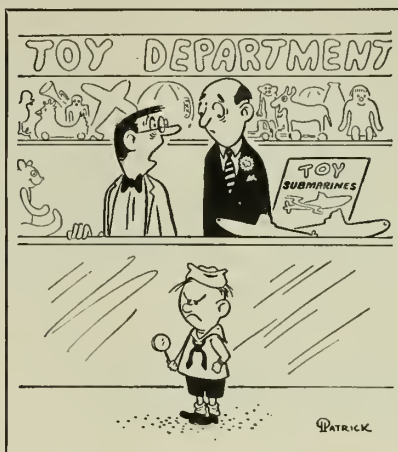
16 Months of Active Duty Is Maximum for Certain Veteran Enlisted USNRs

Sixteen months' active duty since 25 June 1950 is the maximum service now required of enlisted Reservists if they are *veterans* (as defined below) and *were not receiving drill pay* at the time they were ordered to active duty, according to a revised separation phasing schedule resulting from the 1952 Department of Defense Appropriation Act.

To be considered a veteran for purposes of separation, an enlisted man must have served on active duty in any branch of the armed forces for 90 days or more between 7 Dec 1941 and 2 Sept 1945 or for 12 months or more between 16 Sept 1940 and 24 June 1948.

The ruling establishing 16 months as the maximum active duty required does not apply, however, to Reservists who voluntarily consent to remain on active duty. The only other exceptions are personnel who are hospitalized or otherwise under medical treatment or who are in a disciplinary status.

To insure that qualified Reservists are separated not later than the date they complete 16 months' active duty, those who are to be transferred for separation must be transferred in sufficient time to allow for completion of all travel to the place of separation, plus an additional seven days to allow for unforeseen delays and separation processing. Reservists who are to be separated at their duty stations should be separated on the date they complete 16 months' active duty,



"We got any atomic powered submarines?"

if practicable, but in no case later than that date.

For example, W. T. Door, RM3, USNR—a veteran as defined above who was not receiving drill pay at the time he was ordered to active duty—reported for active duty on 1 Oct 1950. He will be eligible for separation by 1 Feb 1952.

Enlisted Reservists in Class O1 or O2 and those in Class V1 or V2 associated with an Organized Reserve Unit in a drill pay status, are considered to be Reservists who "were receiving drill pay" for purposes of determining their release category even though, through non-attendance at drills, they did not actually receive drill pay.

The new ruling does not affect the separation of enlisted Reservists in other categories who are required to serve up to 22 or 24 months' active duty.

Additional information is contained in Alnav 109-51 (NDB, 31 Oct 1951).

Newest Movies Available For Distribution Now to Ships and Overseas Bases

The motion pictures listed below have been obtained by the U.S. Navy Motion Picture Exchange, Bldg. 311, U.S. Naval Base, Brooklyn 1, N.Y., for distribution to ships and overseas bases. For the convenience of personnel drawing films, program numbers follow the title. Technical color films are indicated by (T). All prints are 16-mm size.

ALL HANDS will carry new Navy Motion Picture Exchange listings from time to time.

Mask of the Avenger (725) (T): Drama; John Derek, Jody Lawrence.

Saturday's Hero (726): Melodrama; John Derek, Donna Reed.

Rich, Young and Pretty (727) (T): Comedy; Jane Powell, Vic Damone.

China Corsair (728): Melodrama; Jon Hall, Lisa Ferraday.

Showboat (729) (T): Musical; Kathryn Grayson, Howard Keel.

Tomorrow Is Another Day (730): Drama; Ruth Roman, Steve Cochran.

Captain Horatio Hornblower (731) (T): Adventure; Gregory Peck, Virginia Mayo.

New Mexico (732): Western; Lew Ayres, Marilyn Maxwell.

People Will Talk (733): Comedy; Cary Grant, Jeanne Crain.

The Basketball Fix (734): Scandal; John Ireland, Marshall Thompson.

Adventures of Captain Fabian (735): Melodrama; Errol Flynn, Micheline Puelle.

Disc Jockey (736): Musical Comedy; Ginny Simms, Michael O'Shea.

Angels in the Outfield (737): Melodrama; Paul Douglas, Janet Leigh.

The Tall Target (738): Melodrama; Dick Powell, Paula Raymond.

Darling How Could You (739): Comedy; Joan Fontaine, John Lund.

The Strip (740): Mystery; Mickey Rooney, Sally Forest.

Best of the Bad Men (741): Western; Robert Ryan, Claire Trevor.

The People Against O'Hara (742): Melodrama; Spencer Tracy, Pat O'Brien.

Rhubarb (743): Comedy; Ray Milland, Jan Sterling.

Force of Arms (744): War; William Holden, Nancy Olson.

David and Bathsheba (745) (T): Drama; Gregory Peck, Susan Hayward.

The Red Badge of Courage (746): Drama; Audie Murphy, Bill Mauldin.

Two Dollar Bettor (747): Melodrama; John Litel, Marie Windsor.

You Can Never Tell (748): Comedy; Dick Powell, Joyce Holden.

New Officers' Correspondence Courses Available

The following correspondence courses are now available for officers:

Title	NavPers	Points	Retirement Applicable to the following officers:
Postwar CEC Developments*	10914	6	CEC Officers, 5105
Industrial Management	10947	20	All Officers
BuShips Duty for Engineering Specialists*	10939	12	Engineering Officers, 1405, 1408
Cargo Handling	10973	12	Supply Officers, 3105, 3108

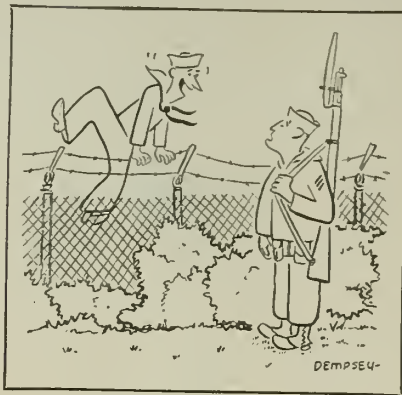
* These courses classified "restricted."

Voluntary Retirement of Certain Regular Officers Prohibited by New Rules

Revised regulations concerning the *voluntary* retirement of Regular Navy and Marine Corps officers (both temporary and permanent) have been established under provisions of the Department of Defense Appropriation Act of 1952.

The amendment to the Appropriation Act prohibits the payment of retired pay to Regular officers except under the following conditions:

- Upon reaching the age of 62 years, the same age as specified by law for involuntary retirement.
- When an officer is unfit to perform the tasks of his grade and office by reason of physical disability incurred in line of duty.
- Upon written application, requiring approval of the Secretary of



"Is this the way to Baker docks?"

Defense, in cases of individual hardship or in the best interest of the service.

The purpose of the provisions in the new law regarding voluntary retirement is to avoid the loss of trained Regular Navy personnel under the statutory retirement age at a time of national emergency when the country is having to order Reservists in large numbers to active duty to meet the increasing needs for additional personnel in the armed forces.

The revised regulations apply to voluntary retirement of chief warrant officers and all higher grades of USN and USMC officers, *whether permanently or temporarily commissioned*.

The law has no effect upon the retirement of warrant officers or enlisted personnel, nor does it change existing regulations concerning the *involuntary retirement* of officers.

The amendment continues in effect until 30 June 1952. While the provisions of the law are in effect, an officer who desires to request voluntary retirement may still do so, but he must include reasons justifying approval on the basis of one of the conditions specified above, and at least two months in advance of the desired date of retirement to allow sufficient time for consideration of the Secretary of Defense. Voluntary retirement of officers *with* pay in such cases will not be approved unless fully justified, and voluntary retirement *without* pay will be approved only if warranted by circumstances. (Existing restrictions as contained in Alnav 83-50, which states that requests for retirement with less than 30 years' service will be held in abeyance, are also still in effect.)

Navy Speeds Up Program For the Construction of Rental Housing Units

The Navy's rental housing construction program is being speeded up by legislation which authorizes grants to help builders meet increased cost of land, installation of public utilities, and site preparation.

Rising costs had delayed about 30 projects—involving some 12,000 apartments for Navy personnel—this past summer. Grants allowed by the new legislation will help meet these costs, enabling project sponsors to build and operate units that can be profitably rented to Navy personnel at rates within their ability to pay.

At the present time, one project has been completed at Annapolis, Md., with 390 units. The project of 1054 units at Camp Le Jeune, N.C., and another at Great Lakes, Ill., of 760 units are partially complete and families are moving in as sections of these projects become ready for occupancy. Eleven more projects have been awarded, containing 6461 units. Plans and specifications are "in the mill" or have been completed for projects in another 44 localities.

Locations of the 13 contract—let projects are as follows:

- NS and NAAS, Monterey, Calif.; 135 units
- Stockton Annex, NSC, Oakland, Calif.; 43 units
- NS, Green Cove Springs, Fla.; 392 units
- Naval Base, Key West, Fla.; 1,000 units
- NTC, Great Lakes, Ill.; 1,000 units
- NAS and ATS, Patuxent River, Md.; 1,000 units

SONGS OF THE SEA



Around Cape Horn

Around Cape Horn we've got to go,
To me way, hay, o-hio!
Around Cape Horn to Call-eao,
A long time ago!

'Round Cape Horn where the stiff winds blow,
'Round Cape Horn where there's sleet and snow.

I wish to God I'd never been born
To me way, hoy, o-hio!
To drag my carcass around Cape Horn.
A long time ago!

—Old Seo Chontey.



"Try whistling 'Anchors Aweigh.'"

Marine Barracks, Camp Lejeune, N.C.; 1,054 units

Marine Corps Air Station, Cherry Point, N.C.; 1,421 units

Marine Corps Recruit Depot, Parris Island, and Naval Hospital, Beaufort, S.C.; 85 units

NAS, Memphis, Tenn.; 540 units

Marine Corps School, Quantico, Va.; 450 units

NAS, Whidbey Island, Wash.; 300 units

NAS, Barbers Point, Oahu, T.H.; 355 units.

The 44 localities in which housing project designs are either under way or have been completed are listed below (no definite dates can be given as to when construction will begin):

Naval Powder Factory, Indian Head, Md.; 400 units

Naval Proving Ground, Dahlgren, Va.; 50 units

Naval Base, Newport, R.I.; 52 units

Naval Communication Station, Winter Harbor, Me.; 19 units

Naval Base, Boston, Mass.; two projects: North Boston; 127 units and South Boston; 302 units

NAS, Quonset Point, R.I. and PuDocks Supply Depot, Davisville, R.I.; 522 units

Naval Air Rocket Test Station, Lake Denmark, Dover, N.J.; 25 units

New York City metropolitan area; 408 units

NSD, Bayonne, N.J.; 156 units

NAS, Niagara Falls, N.Y.; 33 units

Naval Submarine Base, New London, Conn.; 450 units

NAS, Akron, Ohio; 58 units

NAS, Willow Grove, and Naval Air Development Center, Johnsville, Pa.; 124 units

NAS, Lakehurst, N.J.; 230 units

Portsmouth, Va.; area; 159 units

Fleet Air Defense Training Center, Dam Neck, Va.; 28 units

Naval Auxiliary Air Station, Oceana, Virginia Beach, Va.; 256 units

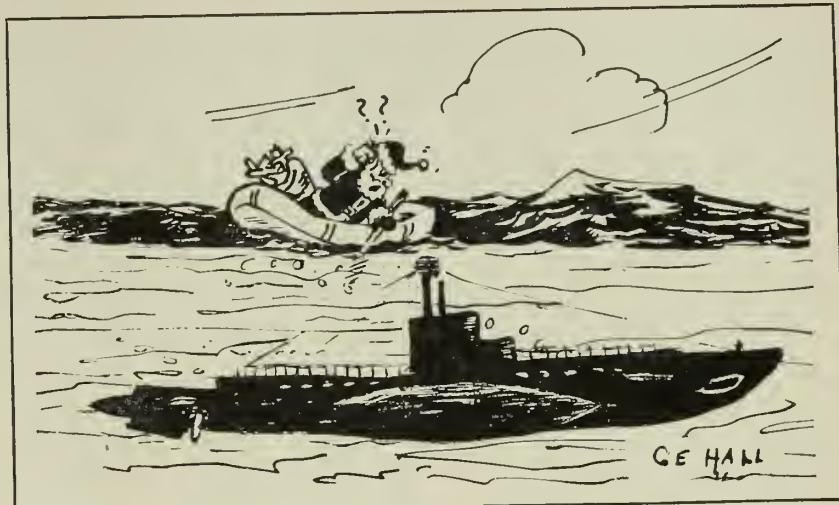
Norfolk, Va., area; three projects: total 1,316 units

Naval Schools, Mine Warfare, Yorktown, Va.; 29 units

Naval Air Facility, Elizabeth City, N.C.; 42 units

NAS, Pensacola, Fla.; 200 units

NAAS, Whiting Field, Fla.; 96 units



NAS, Dallas, Texas; 129 units
NAS, Corpus Christi, Texas; 340 units

Naval Station, New Orleans, La.; 90 units

NAS, Minneapolis, Minn.; 96 units

NAS, Glenview, Ill.; 264 units
Naval Ammunition Depot, Crane, Ind.; 200 units

NAS, Olathe, Kans.; 120 units
Naval Ordnance Test Center, Inyokern, Calif.; 712 units

Marine Corps Supply Depot, Bars-tow, Calif.; 337 units

Naval Station, Port Hueneme and Point Mugu, Calif.; 326 units

Marine Barracks, Camp Pendleton, Oceanside, Calif.; 562 units

Marine Corps Air Station, El Toro, Santa Ana, Calif.; 571 units

Naval Base, San Diego, Calif.; 1,791 units

Naval Hospital, Oakland, Calif.; 55 units

Naval Shipyard, Mare Island, Vallejo, Calif.; 358 units

Naval Magazine, Port Chicago, Calif.; 126 units

NAS, Moffett Field, Calif.; 72 units

San Francisco metropolitan area; three projects: total 483 units

Naval Station, Tongue Point, Ore.; 50 units

Naval Base, Pearl Harbor, T.H.; 962 units

NAS, Denver, Col.; 92 units

NTC, Bainbridge, Md.; 1,249 units.

Four additional housing projects, for which plans have not been started as yet, have been scheduled for the following locations:

Naval Communications Station, Cheltenham, Md.; 23 units

Naval Base, Philadelphia, Pa.; 540 units

Naval Aviation Ordnance Test Station and Naval Air Facility, Chincoteague, Va.; 306 units

Naval Supply Center and NAS, Oakland, Calif. and NAS, Alameda, Calif.; 349 units

Hidden Communist Trucks 'Found' by Napalm Bombs

"If at first you don't succeed—try, try again." That old adage was followed by a pair of Navy pilots as they worked over two Communist trucks hidden beneath a bridge near Wonsan.

Lieutenants (junior grade) Bill O. Teague, Jr., and James W. Morris, flying with a USS *Boxer* (CV 21) squadron, had tried various methods of setting the concealed trucks afire, but with no luck. First they dive-bombed and rocketed from a high angle. Then they tried skipping rockets into the target. This blew the bridge apart but it left the trucks unscathed.

Next they tried strafing. The trucks still looked as though they needed more treatment. Finally, they literally rolled napalm jellied gasoline along the ground directly under the bridge wreckage and into the trucks. Skyward-shooting flame and smoke told them that their persistence had paid off.

Roundup of Action on Current Legislation of Interest to Naval Personnel

Legislation of interest to naval personnel is reported in ALL HANDS each month when Congress is in session. Only new bills and changes in the status of previously discussed legislation are reported, covering

generally the four-week period immediately prior to the date this issue goes to press.

If there has been no change in the status of a particular bill since the time it was last reported in ALL

HANDS, it will not be covered in the current issue. The last round-up was carried in the November 1951 issue, page 52.

Military Pay Increase—H.R. 5715 (formerly H.R. 5664); approved by House committee; no further action taken by Congress before adjournment; to raise pay of service personnel (including retired personnel) by 10 per cent over current pay and allowances.

Income Taxes—Public Law 183 (evolving from H.R. 4473); increases income tax liability by approximately two per cent for the calendar year 1951 and approximately 1½ per cent for calendar 1952. Other changes, including "combat zone exclusions" for periods of hospitalization resulting from combat service, are discussed in a tax article in this issue.

Commissary Stores—Section 628, Title VI of Public Law 179 (Department of Defense Appropriation Act of 1952); provides that no appropriation shall be available for any direct expense in connection with the operations of commissary stores, except where reimbursement for such expenses is to be made by the services. A possible effect of this provision is that the services may be required to include in the sales price of commissary goods overhead items or any direct expense, including transportation, maintenance, operation and management of commissary stores.

Voluntary Retirement—Title II of Public Law 179; prohibits voluntary retirement of Regular officers except upon reaching the statutory age of 62, or for physical disability, or upon approval of the Secretary of Defense in cases of individual hardship or in the best interests of the service. See article on this subject in this issue.

Active Duty of Reservists—Section 604, Title VI of Public Law 179; limits appropriations so as to prohibit the retention of certain Reservists on active duty for longer than 16 months if they were not members in drill pay status at time of being ordered to duty, and providing they meet defined qualifications as World War II veterans. See *Alnav* 109 and article in this issue.

Flight Pay—Section 633, Title VI

Christmas Parties for Underprivileged Kiddies

Christmas is the time for parties. On board Navy ships and at shore stations a special type of party is becoming more and more prevalent — entertainment, refreshments and gifts for needy children. Behind these parties lies the real meaning and spirit of the Yuletide.

Let's take a look at a ship which is preparing a party for the children of a near-by orphanage, with Christmas only a few days off.

Ice cream machines are doing double duty. The ship's bakers are working on elaborate cake decorations. In the CPO quarters the more portly chiefs are deciding among themselves who will play Santa Claus—with an unsuspecting 250-pound PO1 ahead in the balloting.

In ship's compartments—such as the steering engine room or secluded store rooms—sailor-musicians are shaping up their program. Virtuosos of the guitar, accordion and harmonica, they practice the harmonizing which will shortly be one of the highlights of the afternoon's entertainment. Also brushing up on their acts are the ship's magicians with their bags of tricks.

In the "movie shack" are the motion picture operators setting aside all the animated cartoons. Christmas records are being readied for the ship's public address system record player.

With the party only a few hours off, members of the entertainment committee have a last minute look at the kids' gifts, while the men working together on the decoration committee rig the crepe paper and streamers which will brighten up the Christmas tree in the spacious mess hall.

Signs of the holiday are also evident outside the ship. High in the superstructure the ship's "ear-

penters" rig wood frames shaped like a star or a Christmas tree. On the weather decks below, the electrician's mates spread out strings of colored lights that will be secured to the frames. Other strings of colored lights will run up the mast and run back down along the shroud lines, the forestays and backstays.

In a like manner, Christmas parties ashore for underprivileged children and orphans are also planned by Navymen. For example, personnel from USS *Repose* (AH 16) recently decided to observe the ship's first year of continuous duty in the Far East by throwing an "early-Christmas" celebration. The recipients of *Repose's* good will were children of a Pusan, Korea, orphanage.

All things in order, a group of *Repose* crewmen headed by the CO left for the orphanage with gifts and needy items. This included bedding and clothing. There was a brand new toy for each little boy and girl, crutches for the lame and crayons and color books for orphanage classroom use.

At the orphanage, the CO, through a Korean interpreter, expressed the best wishes of himself and his crew. Then the children went through 40 gallons of ice cream and 200 pounds of cake. Bed patients in the orphanage hospital got first choice of the refreshments during the sailors' visits to the wards.

In this manner *Repose* carried on with one of the Navy's most popular customs. This custom took hold during the twenties and thirties, suffered a necessary setback during World War II days, had a rapid revival soon after the end of hostilities and is now going stronger than ever.

of Public Law 179; restricts payment of flight pay to personnel whose actual assigned duties involve operational or training flights (including such flights as are necessary to maintain the proficiency of administrative personnel). See *Alnav* 111.

Correction Payments—Public Law 222 (evolving from H.R. 1181 and S. 308); amends existing law so as to authorize payment of claims arising from the correction of a number of military and naval records.

Korean Veterans' G.I. Bill—H.R. 5702; introduced; to extend to service personnel serving on active duty on or after 27 June 1950 the benefits of education, loan guarantees and employment, etc., under Titles II, III, and IV of the Servicemen's Readjustment Act of 1944 as amended, popularly known as the G.I. Bill.

Personal Property Claims — H.R. 404; passed by House with amendments; to amend the Military Personnel Claims Acts of 1945; would authorize replacement or payment of claims for damage to or loss, destruction, capture or abandonment of personal property which occurs incident to the service of military personnel, providing such loss is not due to negligence or wrongful act of the claimant of his representative, and further providing that such loss shall not have occurred in quarters occupied by the claimant within the continental United States (excluding Alaska) which are not assigned to him or otherwise provided in kind by the Government.

Foreign Decorations—S. 2165; introduced and reported as approved by Senate Judiciary Committee; to prevent unauthorized acceptance or wearing of foreign decorations by officers of the United States unless tendered through and delivered by the Department of State pursuant to an Act of Congress authorizing such delivery.

Reserve Components of Armed Forces—H.R. 5426; passed by House; to supplement the recent U.M.T.S. Act (Public Law 51) and place all Reserve components of the armed forces on an equal basis in so far as practicable. Provisions of the bill call for establishment of a Ready Reserve, a Stand-by Reserve and a Retired Reserve, in each of the services in lieu of existing organization structures.

Homeward Bound Pennant Again Makes Appearance

The homeward bound pennant began to make a reappearance on a number of ships shortly after the fighting in Korea went into its second year. While it will be seen flying from more and more ships as they enter stateside ports, many vessels will not be qualified to carry it because of the requirements.

When you see a ship flying this long streamer you'll know that she has been out of the states for a long time—a year or more of continuous duty in foreign waters outside the continental limits of U.S.A. being the essential requirement for this distinction.

Flying the homeward bound pennant is a fine old tradition. Though no mention is made of it in the "Honors and Ceremonies" chapters of *Navy Regulations*, it is a well established ceremony. Official recognition of it was given by Admiral Chester Nimitz, usn, when he was serving as Chief of Naval Operations, in OpNav 47-789 (NDB, Cumulative Edition 1948), which outlined dimensions and usage of this pennant.

This pennant—it's not listed in any of the Navy's standard stock catalogs, being strictly a product of the ship's bunting repair QM—is flown by the ship rating it upon getting underway to proceed to a port in the U.S.A. It is displayed until sunset on the day of arrival in the stateside port.

In shape the homeward bound

pennant resembles a giant, elongated commission pennant. It is divided vertically into two parts: the short portion next to the hoist is blue while the much longer portion (the fly) is divided horizontally into halves. The upper half is red and the lower half is white.

In the blue portion is placed one white star for the first year that the ship has been continuously on duty in foreign waters outside the continental limits of the U.S.A. Another white star is added for each additional six months spent on such foreign assignment.

Normally the over-all length is determined at the rate of one foot for each enlisted man and officer on the ship who has been on duty outside the U.S.A. for more than a year. In cases where this would produce an excessively long pennant this rule is disregarded so that its length can be kept within practical limits.

Upon being hauled down, the portion containing the star or stars is presented to the commanding officer. The remainder of the pennant is divided equally among the officers and men of the ship's company.

Ships of the old Navy flying an exceptionally long pennant kept the tail aloft by securing it to an inflated hog's bladder. In present times an aerological sounding balloon is substituted for the hog bladder.

'Thermos Boot' to Protect Feet in Winter Fighting

Frostbite—a crippling enemy in the U.N.'s Korean campaign last winter—will be up against stiff competition this winter. A new insulated rubber boot, tested at 45° below zero, is replacing the shoe-pac for combat marines in the Korean theater. The new boot operates on the principle of sealed insulation, similar to a thermos bottle, and is the result of joint Army-Navy-Marine Corps research.

The new type boots are being shipped direct to combat supply centers for distribution. "Guinea pig"

officers of the Marine Corps have tested the thermos boots, both outdoors and in chambers at sub-zero temperatures, by putting on frozen socks and freezing a cupful of water in the boots before putting their feet into them. As long as a man moves once an hour to keep up normal circulation in his feet, they cannot freeze or develop trench foot, the Marines reported.

Such winter gear as sleeping bags, woolen blankets, winter clothing, parkas, gloves and mufflers, are being distributed to the marines and to all U.N. troops in Korea. A new type of warming tent and stove is also included in the fighting gear.

Latest Available Reports on Living Conditions in Naples and Rome, Italy

ALL HANDS continues its coverage of overseas living conditions with reports on Naples and Rome, Italy. Pamphlets, giving detailed information on these locations, may be obtained by writing to the Chief of Naval Personnel (Attn: Pers-G212), Navy Department, Washington 25, D. C.

Naples, Italy

Climate—Naples has a mild climate throughout the year, with the temperature rarely reaching the freezing point and seldom exceeding 86° Fahrenheit. The "rainy season" extends from November to April.

Housing—Overcrowded housing facilities are the rule at Naples. Most Americans stationed there live in Posillipo, one of the most desirable residential sections of the city. The annual apartment rental ranges from \$500 to \$1,500. Light and heat are not included in the rental, however, and cost from \$300 to \$450 extra per year.

Utilities—Electricity is irregular



"You ever hear of the Rules of the Road?"

because of the high load, poor equipment and insufficient productive facilities. Gas may be used for cooking in some parts of Naples but the pressure is very low. Industrial current, rated at 260 volts, 50 cycles, can be used with reasonable cost for cooking, water heating, ironing and refrigeration.

Automobiles—Officers entitled to diplomatic status may import one

automobile with free entry privilege. Other American personnel may bring a car to Italy in the following manner: First, the car must be registered in the U.S. The owner should then apply for a "carnet des passage" or "International Triptic" through the American Automobile Association in New York City. In this way, the owner may bring his car to Italy in the same manner as an American tourist does. The car may be driven in Italy for three months before the "Circulation Tax" comes due. After three months, the owner is liable for this tax which varies with the horsepower of the vehicle. The tax on a jeep (21 horsepower), for example is about \$56 per year; for a medium sized auto about \$125 per year.

If clearance is not obtained through the AAA, the car owner should send full information concerning his car to the U.S. Naval Attache in Rome at least 30 days before he plans to ship the car.

Italian roads are not too good and cars develop weaknesses much sooner there than in the States. Gas is all low octane which causes considerable carbonization in the motor. Spare parts for American vehicles are hard to find.

Radios—Radios are not considered "household effects" as yet. Therefore, importation and clearance of radios through Italian customs for non-diplomatic personnel is a complicated and tedious procedure which should be accomplished after the radio arrives in Italian customs. Duty on the radio is approximately 18 percent of the value assessed by the Italian Customs House.

Clothing—The type of clothing required in Washington, D. C., is suitable in Naples for all members of the family. Although the winter temperature is generally mild, the houses are damp and cold due to inadequate heating facilities. Naval and Marine Corps personnel are therefore instructed to bring winter clothing when ordered to the Naples area.

Men should bring shoes, socks, shirts and most other accessories inasmuch as local prices are quite high for these items. Women should bring along shoes, hosiery and at least a six months' supply of cos-

150th Anniversary Honors Navy's First Admiral

The Navy this year honors the 150th anniversary of the birth of the Navy's first admiral — David Glasgow Farragut.

His name is one of the best known in the Navy's history; his fighting words are some of the most famous in U. S. history. The words, "Damn the torpedoes . . . full speed ahead!" were said while the vessels of his Union fleet were forcing their way into Mobile Bay under Confederate protest in 1864.

The old sea fighter was born in a log cabin near Nashville, Tenn., in 1801. At the age of nine he entered the Navy as a midshipman. Less than a year later he began his sea duty. (The Naval Academy at Annapolis was still about four decades away.) During the early fighting of the War of 1812 he served in the Frigate Essex, suffering capture by the British.

Fifty-action packed years later he was in command of the fleet that captured New Orleans. For this great victory Congress made him a rear admiral. His leadership at

Mobile Bay brought him the rank of vice admiral. A year after the end of the Civil War he was raised to the rank of admiral. Both of the last two ranks were created for him by Congress.

Admiral Forrest P. Sherman in one of his last speeches (ALL HANDS, pp. 2-4, June 1951) recalled certain words written about Farragut which had been an inspiration from his earliest days. These words bear repetition, for they well typify the lives of both of these great American naval leaders.

"The moral of Farragut's life is, that success is not accident: that the surest way to become great is by rising to the top of one's own profession, thoroughly mastering the duties of each grade as it is reached. To such a man, fame, if it comes, is but an episode; his mind is fixed solely upon the full development of his powers and the effective performance of his appropriate work."

Admiral Farragut died at Portsmouth, N. H., in 1870.

metics. Children's clothing and shoes should be brought to Naples.

Household effects—Suitable furniture is difficult to find, so better bring your own. China, glassware and silver is obtainable at prices comparable to those in the States. Fine linens are available at Sorrento at very high prices.

Food—High prices cause the chief complaint about food in Italy. Persons coming to Naples should order at least a six months' supply of the following items from the U.S.: coffee, sugar, flour, cooking oil, canned meat and fish, condiments and special foods. Jams, jellies, canned fruit and vegetables are expensive in Naples and sometimes inferior to American products.

Fresh milk is available but the quality is poor and it must be boiled before it is used. Most personnel rely on canned milk or powdered milk ordered from the States.

Raw seafood is not considered safe because of the prevalence of typhoid. Water is safe for drinking in Naples. Ice is limited and somewhat costly.

Servants—Wage rates for servants are relatively low. The low cost of servants is counter-balanced by the food they eat and the amount of "extra items" such as used clothing which must be presented to preserve good feeling.

Medical Care—Hospital facilities are not adequate and every effort should be made to have patients taken to a naval vessel for treatment, or, if necessary, have a Navy doctor attend the patient at a local hospital. Dental practice is fair but handicapped by lack of material, so better get those cavities checked before leaving the States.

All necessary medicines, bandages, cotton, adhesive tape and the like should be brought. Freon insecticide bombs, insecticide powder and mosquito nets will prove helpful, especially during the summer months.

Education—The Navy has just established an elementary school for dependents in the Naples area. By January 1952, the school is expected to accommodate about 130 children. Good secondary schools are found in both Rome and in Switzerland. In the event it is necessary to send children to schools requiring tuition, Navy personnel may be re-

Many Vessels Qualify as a "Family Ship"

A relatively new Navy term that is getting more and more usage is "family ship." This describes a ship that has several sets of brothers serving in her. Among family ships, destroyer types seem to be the most numerous. Among destroyer types, the number *seven* seems to be the favorite for those with several sets of brothers. *Ten* is the top figure for sets of brothers to date.

The last ALL HANDS round-up on brothers (October 1951, p. 16) listed two DDs with seven sets aboard. Latest reports from the fleet give four DDs and one DE also with seven sets aboard. In addition, there were reports of five, six and eight sets of brothers serving in other destroyer type ships.

The DD with five sets is *uss James E. Kyes* (DD 787). The brothers are: Richard and Melvin Steele, James and Donald Picht, Kenneth and Robert Price, Claude and John Shurtleff, and Dave and Don Fouts who are twins.

uss Glennon (DD 840), a destroyer named for a father and son, has six sets aboard: William and Carlis White, William and Charles Woolhouse, William and James Easter, William and Joseph Lally, Raymond and Joseph Decker, and Harold and Ernest Demaine.

First of the present group of family ships to report seven sets is *uss Meredith* (DD 890). Brothers serving in her include: Richard and George Stiffler, James and Eugene Lewis, Kenneth and Donald Bainbridge, Richard and Henry Hering and Carl and William Hart. Two sets of twins also serve in *Meredith*: Paul and Donald Toft and Glen and Lynn Trivett.

Next comes *uss Bausell* (DD 845), also with seven sets of brothers: Raymond and Samuel Uptain, James and Marvel Stout, George and James Stallings, Earl and Harley Monroe, James and John Grimm, Michael and Nicholas Christopher and Dale and Dean Albertson, who are twins.

The first ship to report a large number of brothers (ALL HANDS, May 1951, p. 50) was *uss Ozbonrn* (DD 846). Since that time one set has been transferred, but three

other sets have reported aboard. The Buchan boys left and the following brothers came aboard: Oral and Sebern Diver, Dale and Dalmer Herman and David and Dennis Klaaken. That change in the muster books brought her total to seven sets of brothers.

Qualifying *uss Everett F. Larson* (DDR 830) as one of the family ships are her seven sets: Donald, Harry and Russel Davis, Gilbert and David Lane, Leslie and Robert Lipke, Thomas and Ross Kimmerly, Bob and George Mulvaney, Henry and Donovan Taylor and the Brown twins—Daryle and Dayle.

Rounding out the *sevens* is a destroyer escort — *uss George A. Johnson* (DE 583). Considering that this type of ship would have only about half the number of men as a DD type, seven sets of brothers is an exceptionally high percentage. W. B. and W. M. McCalcb, D.C. and L. Osti, J. G. and L. W. Wright, A. W. and R. J. Hudson, G. V. and W. P. Miller, L. E. and J. A. Jones, and G. R. and D. R. Smith are the brother combinations serving in *George A. Johnson*.

There are two destroyer type ships with eight sets each. These are *uss Carpenter* (DDE 825) and *uss Frank Knox* (DDR 742). Brothers in *Carpenter's* allowance are as follows: Ronald and John Westrom, Paul and Joe Herron, James and William Cattlett, Nick and Manuel Arvon, George and Robert Brewster, Allen and Walter Buente, Sam and Walter Fellenbaum and Jack, Miles and Wesley Ramsdell.

Brother acts billeted aboard *Frank Knox* are: Emmett, Wayne and Herschel Thornton, Richard and Frederick Rowland, Jack and Henry Cumbra, Eugene and Robert Gibson, James and Jack Bird, William and George Bacon, Leslie and Phillip Hodnett, and Victor and Donald Stuchlick, who are twins.

The ship which led her class in the last brother muster (*uss Hollister*—DD 788) continues to lead with her 10 sets of brothers.

The Navy's current policy on brothers serving in the same ship can be found in BuPers Circ. Ltr. 134-51 (NDB, 15 Aug 1951).

imbursed for actual costs up to a maximum of \$300 per child per year. The age limit is from 5 to 21 years. The University of Naples is considered an excellent institution by European standards and tuition is reasonable.

Religion—Many Roman Catholic churches are available. Services in English are conducted at the local Church of England. Protestant and Jewish places of worship are available.

Recreation—Tennis is played the

year around. There are no golf courses in the Naples area. Plenty of good skiing is available near by. The Bay of Naples provides good sailing throughout most of the year. Local and international regattas are held from time to time. Attractive beaches are found at Capri and Sorrento. There are many places with historical and scenic interest.

Rome, Italy

Climate—The summers are hot with very high humidity—causing

most activity to cease between 1300 and 1600 daily. The winters are mild; the cold season lasts from November through March but the temperature seldom drops below freezing.

Housing—Apartments and villas (houses) are available but difficult to find. Rents vary from \$175 to \$350 per month for two or three bedrooms, with kitchen, bath and living room arrangement.

Hotel rates—with food and such "extras" as heat and baths—are also rather high.

Household effects—Most apartments and villas are furnished. Furniture is plentiful but constructed of unseasoned wood. Termites cause considerable yearly damage.

Radios, refrigerators and electric stoves are found in very few furnished apartments. An icebox and a somewhat decrepit gas stove are usually provided, however.

Bed linen, blankets, glassware, dishes and table silver are quite expensive and should be brought from the U.S.

Utilities—Lighting voltage varies from 90 to 130 volts and is seldom steady. Industrial current is available for cooking and heating at 220 volts, 45 cycles. All heaters and cooking equipment should, therefore, be wired to operate on 220 volts because the price of industrial current is about half that of lighting current. Better check with the manufacturer to determine whether a standard U.S. 60 cycle refrigerator or other motor driven appliances—such as record changers—will operate satisfactorily on 45 cycles, or can be modified to do so.

Italian wall plugs and sockets utilize the round, pronged European design. Adapters may be purchased to accommodate the U.S. flat tongue prongs or Italian plugs may be attached to one end of an extension cord with an American two- or three-way socket on the other end.

Food—Fresh fruits and vegetables are plentiful in season. Meat, fowl and fish are also plentiful but prices are somewhat higher than those in the States. Milk is of questionable quality and most Americans prefer to use canned milk or powdered milk brought from the States. American canned goods are available in

Carrier Features Daily Broadcast of the News

Shadowy in the twilight, the aircraft carrier *uss Princeton* (CV 37) slogged along beside a fleet tanker off the coast of Korea. A hard day of replenishment was about over. While the tanker would soon be back, briefly, at friendlier shores, the carrier apparently would not.

Suddenly, a cheerful, familiar voice boomed over the ship's public address system: "Good evening, everyone. It's time once more for your Princeton Varieties — fifteen minutes of the news of the world, news of your ship, and a report on the doings of our air group."

For several minutes before, men had been gatherings in groups beneath P.A. speakers throughout the ship. Now, card games in the living compartments came to a stop; sailors who had been engrossed in acey-ducey games shifted to better listening places. Around the speakers, men checked their watches, exchanged glances, and grinned. The "Varieties" were a little late, but they were on. All was well aboard the "Sweet P," and everyone felt a bit less isolated.

The professional-sounding man behind the mike was Lieutenant Franklin Metzner, USN, of Coronado, Calif. Besides carrying out his duties as pilot of a night-flying *Skyraider* and as leader of *Princeton's* night attack group, the lieutenant finds time to put on his daily "broadcast." Having been a newspaperman and a radio announcer, Lieutenant Metzner is right at home behind a microphone, news-script in hand. An assistant announcer, James Coker, SN, also helps out.

"The need for some kind of intra-ship broadcast was evident as soon as we left Pearl Harbor for the forward area," says the pilot-announcer. "Everyone I talked to felt completely cut off from the world once we got out of range of the commercial stations in Hawaii."

With the germ of a plan in mind, he went to the executive officer and the captain. They gave the go-ahead. "From there on, it just seemed to grow," the lieutenant says.

The original broadcasting station was the in-port quarterdeck area. There the announcer stood for his quarter-hour stint each day, holding down the microphone button as he announced the news. Later, the ship's damage control center was made to double as the broadcasting studio.

Besides news, the "show" furnishes the answers to many questions. At first, there were only 10 or 12 a day. Now there are as many as 80 or 90. Men drop their questions into a slotted box; Lieutenant Metzner or his assistants dig up the answers to be read on the next program. The result: fewer wild rumors and better morale.

When his duties as a Navy pilot call him away from the microphone, Metzner is relieved by Seaman Coker. Coker also takes over and interviews the lieutenant and other Navy pilots when they return from aerial strikes at the enemy.

Sometimes, quite frequently, the announcer and his night fliers make their own news with dramatic strikes at enemy forces and installations.—J. F. Downs, QMS2, USN.

some shops but the prices are high. Italian products are cheaper but inferior.

The American Embassy operates a limited commissary through which basic staples are procured at cost plus 10 percent. Cigarettes are carefully controlled, with a monthly ration of five cartons per adult.

Personnel planning to rent an apartment or house should bring at least a six months' supply of all staples such as coffee, tea, cocoa, chocolate, flour. Also toilet articles, soap, water softener and the like.

Orders for such food and household items may be placed with reliable export companies, large department stores or certain mail order houses.

Clothing—Complete outfits of both summer and winter clothing should be brought to Rome. Bring plenty of shoes, stockings and shirts. Tailor-made suits can be purchased for the price of ready-made suits in the States.

Servants—Plenty of servants are available but references should be checked carefully. Most servants expect to live and eat in your home.

Medical Care—There is one civilian hospital approaching American caliber in Rome and several fair clinics and small hospitals with limited facilities. Steps are being taken to improve medical facilities. There are good doctors and dentists in Rome but supplies are limited. Americans should have all foreseeable dental and optical treatment performed before leaving the U.S. Better bring all necessary medicines with you.

Education—Most American children attend either a joint British-American school, "The Overseas School of Rome," or the Marymount School. Tuition is about \$20 per student per month. There is a shortage of English language schools for high school boys. Many good schools are available in nearby Switzerland.

Religion—The Vatican lies within Rome. Other churches are also represented in the city.

Automobiles—Cars registered in the U.S. may be brought into Italy under "International Triptic," available through offices of the AAA. See comments in the section above on Naples.

Recreation—A fine beach is located

Built for Comfort Not for Speed—the APL

"She's not the Ritz, she's not the Astor—but she looks mighty good to me." Many a Navyman living in a jury-rigged barracks might make such a statement when seeing an APL being towed to a nearby anchorage.

APLs—short for non-self-propelled barracks ships—act as the Navy's floating hotels. They are not luxurious, but they have all that's necessary for comfortable living. Their primary function is to furnish berthing and messing accommodations for port crews and personnel in a transient status.

Typical is APL 30, located at a naval base in Japan. She has an officer in charge, a crew of 89 and can berth up to 750 men.

Most of the long staying guests serve in the local cargo handling battalion, shore patrol activity,

fleet post office or mobile boat pool. The "over nighters," of course are the transients.

In one month the dispensary treated 1,800 patients, the post office took care of 14,000 letters and packages, and the laundry handled 16,500 separate items.

Probably better known as a "feeder" than a "sleeper," APL 30 can feed 1,000 men at one meal. That's almost half again the number of men she berths.

In some of her services she tops even the best hotels. There is free barber and cobbler service (the customer paying only for the new shoe leather). Two movies are shown nightly.

Then there's the swimming pool. In her usual position, moored to a pier, APL 30 has a large salt water pool on three sides.

at Ostia, 12 miles from Rome. Another good beach is located at Fregene, 25 miles north of Rome. There are good golf courses, tennis courts, a swimming pool, race track, theatres, movies—including two English-language film houses—concert halls and night clubs. In summer there is the outdoor opera at Terme di Caracalla and the Royal Opera House opens early in December.

Selection Boards Pick Captains and Commanders

Selection boards have been convened to choose USN and USNR officers for promotion to the grades of captain and commander, according to BuPers Circ. Ltr. 147-51 (NDB, 31 Aug 1951).

Line officers eligible for promotion to commander include officers who reported on or prior to 30 June 1951 for extended active military service and who will have four years' service in the grade of lieutenant commander as of 30 June 1952, computed from date of rank. The promotion zone will terminate with Joe B. Decker, signal number 6736.

Staff officers of the Regular Navy and Naval Reserve who reported

for extended active military service on or prior to 30 June 1951, whose line running mates as described in the preceding paragraph and in Alnav 70-51 (NDB, 31 July 1951), are eligible for selection. The promotion zone in each applicable corps terminates with the officer whose running mate is the junior officer named above or in Alnav 70-51, or who is senior thereto. The promotion zone for commanders undergoing selection under the provisions of Alnav 70-51 ends with signal number 2644.

No selection boards will be convened at this time to recommend women officers of the line, Medical Corps and Supply Corps for promotion to the grade of commander.

The schedule of selection boards was as follows:

9 Oct 1951—Line: For promotion to commander.

30 Oct 1951—MC: For promotion to captain and commander; MSC: For promotion to commander; NC: For promotion to commander; SC: For promotion to captain and commander; CHC: For promotion to captain and commander.

23 Oct 1951—CEC: For promotion to captain and commander.

30 Oct 1951—DC: For promotion to captain and commander.

Reservists May Receive One of Two Medals for 10 Years of Service

Reservists with 10 or more years of creditable service in the armed forces now may elect to receive either the new Armed Forces Reserve Medal or the Naval Reserve Medal. The requirements for the two medals differ in certain respects. Types of service for which one of the medals is awarded may not be counted toward eligibility for the other award.

Department of Defense regulations specify that the 10 years' service required for the Armed Forces Reserve Medal may be in any one or more of the Reserve components of the armed forces of the United States, and the years need not be

consecutive. However, the qualifying service must have been performed within 12 consecutive years.

The new medal was authorized by Executive Order 10163 and its design will be announced later. The front side will be standard for all services, but the reverse will bear a distinctive design which will identify the Reserve components in which the individual is serving at the time of the award or in which he last served.

The Armed Forces Reserve Medal will be worn on the left breast immediately following all U.S. decorations and service medals and preceding all foreign awards.

When designs are approved and medals are available for distribution, they will be distributed upon application of the individual concerned to the appropriate service.

Revised regulations relating to the award of the Naval Reserve Medal have been approved by the Secretary of the Navy, retroactive to 1 July 1950. The revisions as outlined in BuPers Circ. Ltr. 167-51 (NDB, 30 Sept 1951), provide for the award of the medal by the Chief of Naval Personnel at the request of officer and enlisted personnel of the Organized Reserve, Volunteer Reserve and Merchant Marine Reserve who have completed 10 years

Two Marines Win Medal of Honor for Action at Chosin Reservoir

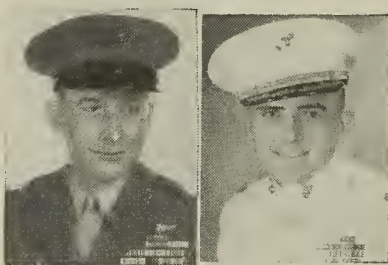
Two Marine Corps infantry officers have been awarded Medals of Honor for extraordinary heroism in Korea: The two are Major Reginald R. Myers, USMC, and Major Carl L. Sitter, USMC.

Scene of their heroic action was the area south of the Chosin reservoir, in northern Korea. Time of the action was the closing days of November, last winter, when Chinese Communist hordes were threatening to envelop the U.S. Tenth Corps at the reservoir.

After 14 hours of raging combat, Major Myers and 70 fighting men remaining from a small force of 250 recaptured and firmly held a strategic hill, beating back an estimated 4,000 enemy troops.

A reinforced Chinese regiment had seized the dominating height east of the besieged military base at Hagaru-ri, at the south end of the reservoir. Ordered to recapture the steep, snow-covered hill, Major Myers, executive officer of the Third Battalion, First Marines, First Marine Division (Reinforced) began the attack with 250 hastily mustered troops. These included non-infantry survivors of the earlier Chinese attack, service troops and technicians from six diverse units.

Lacking trained non-coms and officers, Major Myers ranged the attacking front, leading his men upward. As dawn broke, it became



Major Myers

Major Sitter

obvious to the enemy that he was sparkplugging the attack, so they concentrated fire upon the major. His radio operator and executive officer both fell. Myers continued to lead and direct his men while proceeding to direct the artillery and mortar fire.

Hagaru-ri with its supply dump and air strip, was thus held open for the 5th and 7th Marine Regiments fighting their way back from west of the reservoir so they could reform for the fight to the sea. The major and his men killed 600 enemy and wounded 500.

As death was thus being dealt to the enemy east of Hagaru-ri, Captain (later Major) Sitter and his "G" Company, Third Battalion, were fighting their way into the Marine perimeter from the south-east. They broke through, despite 25 per cent casualties. Then Sitter began reorganizing his depleted company to capture a dominating hill—also steep and snow ridden—

which had just fallen to the Red hordes.

If it remained in enemy hands, this hill would have enabled the enemy to turn the Marines' perimeter into a shooting gallery and cut off the route to the sea.

Boldly leading his depleted unit up the frozen height through blistering fire from a deeply entrenched force of regimental strength, Sitter attacked, and by nightfall the Marines had taken the summit.

Nine hours of intensive enemy counter-attack immediately followed, with hand-to-hand fighting continuing throughout the night. The hill blazed with fire.

Hit by grenade fragments in the face, chest and arms, Captain Sitter refused to stay down. He lifted freezing men from foxholes to re-deploy them. He moved among service troop replacements and directed their fire. He directed evacuation of wounded and resupply of ammunition. He helped stem the breakthrough by enemy platoons and companies, once wiping out an attack that swept over his command post. At daylight the enemy withdrew, with more than 50 per cent casualties. Captain Sitter's company suffered 149 casualties.

Captain Sitter and his men, after 36 hours of combat, could relax. The way out of Hagaru-ri was guarded by Marines.

of "satisfactory federal service" as defined by Public Law 810, 80th Congress.

All honorable service, active or inactive, as a member of the Naval Reserve prior to 1 July 1950 may be counted for qualifying purposes. All service in the Naval Reserve subsequent to 30 June 1950 must meet the requirements of Public Law 810 which allows the time accrued toward eligibility for the Marine Corps Reserve Medal to be counted in establishing eligibility for the Naval Reserve Medal, if the applicant has been appointed or enlisted in the Naval Reserve within three months of separation from the Marine Corps Reserve. The applicant will not be eligible if he has received a Marine Corps Reserve Medal based on any portion of the time included in his application for the Naval Reserve Medal.

For each additional 10 years of qualifying service the Chief of Naval Personnel will, on request, authorize wearing of a bronze star on the ribbon.

The Bureau of Naval Personnel states that the Naval Reserve Medal will be superseded by the Armed Forces Reserve Medal sometime in 1958. Until this effective date, eligible applicants may elect to receive either of the two medals, but not both.

Public Law 810, as amended, provides that in order to achieve a year of "satisfactory federal service" for the Naval Reserve Medal, a Naval Reservist must accumulate during each anniversary year a total



"You don't seem to understand . . . his name is Wolf."

Close-Quarter Fighting

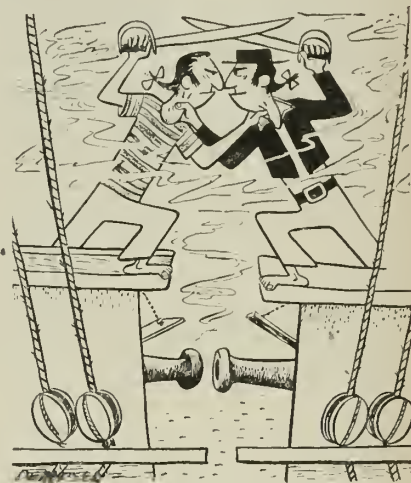
In modern sea warfare, large combatant ships can hurl tons of explosives at an enemy target so distant that often the objective is invisible over the horizon.

In contrast to such long-range tactics, it is interesting to recall the close-quarter fighting typical of naval engagements in the days of the old sailing vessels.

One example of this was the Revolutionary War encounter 23 Sept 1779 between the British *Serapis* and the American *Bonhomme Richard*, the latter under command of John Paul Jones who in that battle uttered his now famous "Surrender? I have not yet begun to fight!"

During the engagement, the ships became lashed together, stem to stern, with the exposed starboard sides suddenly swinging so close that *Serapis* gunners, running across to work their starboard guns, could not open the closed portlids and were obliged to fire through them, blowing them off.

An American officer, in giving an eyewitness account of the fight, told of seeing a gun's crew of his men racing with one in *Serapis* to get loaded first, each gunner having to poke the handle of his muzzle rammer through the porthole of the enemy in order to ram the charge home.



In this particular instance, the English gunner managed to fire first, dismounting the American gun.

To further demonstrate the closeness of the two ships, an English prisoner on board *Bonhomme Richard* effected his escape to *Serapis* during the confusion of battle by creeping from one ship to the other through open ports.

of 50 retirement points by one of the methods, or a combination of them which are set forth in BuPers Circ. Ltr. 167-51, as follows:

- Points will be credited on the basis of one point for each authorized drill period in an organized or volunteer unit.

- One point for each period of appropriate duty, or equivalent instruction, or equivalent duty.

- One point for each day of training duty, served with or without pay.

- One point for each day of active duty.

- A varying number of points for completion of each correspondence course.

- Fifteen gratuitous points are automatically credited annually to all Naval Reservists by virtue of their membership in the Naval Reserve, regardless of their participation in any of the Naval Reserve training programs; provided, that they are not on active duty, the Inactive-Status or the Honorary Re-

tired List of the Naval and Marine Corps Reserves.

An anniversary year commences on 1 July and ends the following 30 June, except in the case of persons who joined the Naval Reserve after 1 July 1949, in which case the anniversary year begins on the anniversary of the day they joined the Naval Reserve.

Under these revised regulations credit may be accrued toward the Naval Reserve Medal on either active or inactive duty, and the required 10 years need not be continuous.

Eligible applicants should forward requests to the Chief of Naval Personnel via the chain of command and requests should contain an endorsement stating that the applicant is credited with 50 points for each anniversary year used in computing the 10 years' service subsequent to 1 July 1950. Officers' applications should be forwarded to attention of Pers B4, and for enlisted personnel attention of Pers E3.

You Share in Profits of Navy Exchanges Through Recreation Funds

Maybe you don't know it, but if you wear a Navy uniform you're a stockholder in one of the world's biggest businesses—the Navy exchanges. Although the dividend check for the past fiscal year wasn't addressed to you in person, you shared in the four and one-half million dollars contributed toward the Navy recreation funds last year.

Navy exchanges, along with commissary stores, ship's stores afloat and ashore, and MSTs exchanges,

are operated by the Navy Ship's Store Office in Brooklyn, N. Y., for the Navy Bureau of Supplies and Accounts. Aside from the benefits of the exchanges and stores themselves, the exchange "profit dollar" goes a long way toward financing movies, recreation halls, play courts and equipment, swimming pools and similar recreation facilities. If you're at a station which doesn't have an exchange, don't get the idea that exchange profits are no benefit to you.

Each month, a goodly portion of these profits are made available to the Central Recreation Fund—and that fund is of benefit to all.

You, as stockholder, should know how Navy exchanges are operated. It's your money which makes the wheels go around.

The present-day operation of Navy exchanges is very different from what it was a few years ago. Before 1946, the stores—then called ship's service stores—operated independently under the COs. Some stores were very efficient, but many were not so efficient. The mushroom-like growth of the Navy and naval activities during World War II focused attention on this situation, and in 1944 Secretary of the Navy Forrestal appointed a board to study the problem. This board was composed of Reserve officers who had established national reputations in department store and chain store operation. Their recommendations have been substantially carried out.

The Bureau of Supplies and Accounts was given cognizance of ship's service stores and commissary stores. The Navy Ship's Store Office was established in 1946 to serve as a central office for the over-all operation. The Navy Ship's Store Office, usually referred to by the shorter title "NSSO," completed taking charge of the stores in March 1947 and established merchandising and accounting procedures comparable with the best commercial practices.

Actually, what NSSO *does* cannot be readily seen by you—either as a customer or as a stockholder. Though NSSO may have contracted for the merchandise on sale in the retail stores, the merchandise is in the store simply because the local exchange officer decided to buy it. There are price limitations, but these were established by the Departments of the Army, Navy and Air Force for the "state-side" stores of all the services—not by NSSO. But you get proper amounts of meat in your hamburger, or a better shoe repair job, because a NSSO specialist has been around visiting the exchange and inspecting these service functions. Also, you can be sure that the sun glasses you buy aren't going to injure your eyes. They've been tested. The canned goods and candies will be of the best

WHAT'S IN A NAME

Torpedo

"Torpedo" comes from the Latin *torpere*, to be stiff or numb (torpid). Toward the end of the 16th century the name was commonly used to denote anyone or anything that could paralyze, benumb, or stupefy. It was early applied to the several species of flat circular-bodied crampfish, numbfish, and electric rays, capable of producing electrical shocks, sometimes severe enough to disable a man. This order has been reversed by today's sailor who calls torpedoes "fish."

In the ordnance sense, the word torpedo was in use in the U. S. at the start of the Revolutionary War to describe variously-shaped mines or cases of gunpowder designed to explode on contact under water. A few were rigged with crude and undependable detonators.

In 1805, Robert Fulton carried on experiments to prove the possibility of destroying ships by exploding charges under water against the hull. In the 10 Sept 1807 edition of the "Chronicle" of Bath, England, it was written that "A Mr. Fulton has proposed to the American government a plan to destroy the British navy. It is to

be effected by an apparatus called a torpedo, filled with combustibles, placed under the bottom of the ships, and when exploded to blow them into the air."

By the time of the Civil War, torpedoes of many shapes and sizes had been developed, and methods of detonation considerably improved. Of the more successful types, was the "spar" or "outrigger" torpedo, consisting of a large guncotton bomb placed at the end of a pole roughly 40 feet long and attached to the bow of a ship in such a manner that the charge itself would be about 10 feet under the surface.

A boat thus equipped, in making an attack would have to bring the charge in contact with the bottom or side of the enemy ship, and explode it by electricity. Although the disadvantages of this method of naval warfare are apparent, the effectiveness of the submarine missiles of those days is evidenced by war bulletins such as appeared in the New York Herald of 15 Apr 1865: "The Union ironclad No. 48 sunk by a torpedo. The United States tinclad Rodolph lost by the explosion of a torpedo; two others blown up in similar manner."

But those weapons were indeed a far cry from today's deadly-accurate torpedo. Over 20 feet long, weighing some 3,000 pounds, and containing more than 1,300 precision-built parts, the cigar-shaped missile can speed at nearly a mile-a-minute clip toward a target several miles distant and explode by concussion upon contact. In fact, the modern torpedo, more than a mere missile, can be visualized as a miniature warship, complete with cargo, engine room, and mechanical navigator and crew.

It's ability to "paralyze, benumb, or stupefy" is unquestioned.



quality because they, also, have been tested—by NSSO testers.

The function of the Navy Ship's Store Office is two-fold. Besides attempting to give you the best merchandise and service at the lowest practicable cost, it wants to return to you as many "profit dollars" as possible. That means efficient over-all operation.

How is efficient over-all operation attained? Having a central office for the entire system is one way in itself. Centralized purchasing — and the negotiating of "open-end contracts"—has lowered the cost of merchandise through direct dealing with the prime sources of materials. Mechanized accounting procedures at the central office have brought about a savings in personnel throughout the system—and more accurate bookkeeping, too.

Prepayment of invoices by the central office has resulted in savings through receiving cash discounts on purchases. More savings have been realized through centralized insurance procurement and a self-insurance program. Employing one auditing firm for the entire system has also reduced expenses. More economies and profits have come from transferring equipment and excess stock from stores where they weren't needed to stores where they were.

Since 1947, all exchange officers and many civilian store managers have been given a six-week course

More Enlisted Correspondence Courses Available			
Six more enlisted correspondence courses are now available to personnel—USN or USNR—on active or inactive duty. Naval Reservists on active duty will not receive retirement point credit for completion of these courses.			
Title	NavPers	Retirement Points	Applicable to the following ratings in particular:
Aircraft Materials	91616	12	AM, AMS, AMH
Aviation Storekeeper, Volume 1	91651	15	AK
Aircraft Welding	91617	14	AM, AMS
Aviation Boatswain's Mate, Volume 2	91655	12	AB, ABU, ABG
Aircraft Engines	91628	15	ADE, ADF, ADP, ADG, AD
Boatswain's Mate 1	91244	12	BM, BMG, BMB, BMS, BMK, BMR

in exchange management. Many of these later conducted training programs in their individual stores. Operational handbooks and other instructional material are available for many of the exchange service departments.

NSSO publishes a monthly magazine which contains much information on store operation in addition to merchandising news and interesting news from stores throughout the system. Service department specialists and buyers at the Navy Ship's Store Office welcome inquiries from the field and are glad to advise on specific problems. These specialists and buyers also study and analyze individual store operation in order to advise on how to attain efficient operation. Field representatives are available for inspections and visits to assist in store operation.

"Comparative shopping" supplements the reports of commercial and naval laboratories in merchandise evaluation. Merchandise is tested for customer acceptance through a system of sample shipments. Afterward, the results are published to the field.

Remodeling and modernization of stores is a continuing program. This includes designing of layouts by specialists at the Navy Ship's Store Office to permit efficient use of available space in attractive surroundings.

The first five per cent of all exchange net profit is paid directly to welfare funds. The next three per cent is reserved for the central of-

fice, but usually less is used. Any profits over eight per cent are returned to the COs and the Central Recreation Fund.

Thus it is that you, as customer and stockholder, share from start to finish in the benefits of your Navy exchanges.

Selection Boards Meet To Pick LTs and LCDRs

Selection boards for the promotion of Regular Navy and Naval Reserve officers on active duty to the grades of lieutenant and lieutenant commander have been announced.

To be eligible, officers must have reported for extended active duty before 1 July 1951. Their dates of rank in grade must be prior to the following: 2 Jan 1946 for lieutenants; 1 July 1949 for lieutenants (junior grade); 1 August 1946 for women lieutenants; 2 July 1949 for women lieutenants (junior grade).

Eligible staff officers are those whose line running mates are eligible as described above.

Tentative dates for the convening of the selection boards are as follows: 13 November, for lieutenant commander, line and staff, except Dental and Supply Corps; 4 December, for lieutenant commander, Dental and Supply Corps only; 22 Jan 1952, for lieutenant, line and staff corps.

Officers reporting for active duty on or after 1 July 1951 will be considered for promotion beginning early in 1952. Details will be announced later.

QUIZ ANSWERS

QUIZ AWEIGH is on page 7

1. (b) Chief of Naval Operations. The officer is Admiral William M. Fechteler, USN, named CNO following the death of Admiral Forrest P. Sherman, USN, in Italy 22 July of this year.
2. (a) President.
3. (c) Drivers (CDs).
4. (b) Mechanics (CMs).
5. (c) Stadimeter. (Note: Because of its delicacy, this instrument should be used only by authorized personnel.)
6. (b) Ascertaining the distance of an object of known height (ship's masthead, lighthouse, stack, etc.). An important instrument in station keeping, the stadimeter measures distances quite accurately up to 2,000 yards, and provides generally satisfactory results with measurements up to 10,000 yards.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, NavActs, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnavs, NavActs and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 103—Announces that annual physical examinations shall be conducted in accordance with Para. 21104, *Manual of the Medical Department*, except in cases of flag officers whose examinations shall be conducted regardless of previous examinations during the year.

No. 104—Announces convening dates of selection boards to recommend USN and USNR officers on active duty for temporary promotion to grade of lieutenant and lieutenant commander.

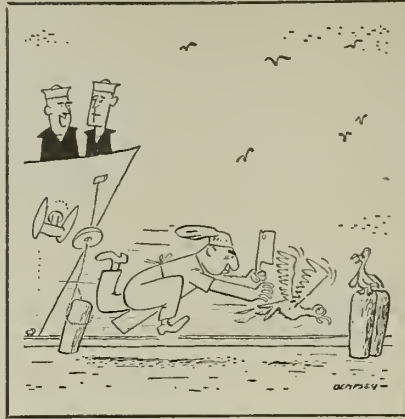
No. 105—Summarizes regulations on travel of dependents to overseas areas in the Pacific, including Alaska and Japan, and cancels Alnavs 125-50, 128-50 and 34-51.

No. 106—Establishes government's right to penalize a contractor in government procurement contracts and purchase orders where contractor offers gratuities in the form of entertainment, gifts, or otherwise, to any officer or employee of the government with a view toward securing a contract or favorable treatment for awarding or amending a contract.

No. 107—Directs that the term "security information" must be included at least once on all classified matter, and that it appear immediately below the classified category marking, when practicable. This applies only to classified material originated subsequent to 27 Oct 1951.

No. 108—Announces changes in federal income tax regulations as result of enactment of Revenue Act of 1951 (Public Law 183, 82d Congress).

No. 109—Modifies Alnavs 62-51 and 73-51 on subject of release of Reserve personnel to inactive duty, and establishes 16 months as the period of active duty for Reservists who were not in a drill pay status when ordered to active duty pro-



"Betcha I know what we're gonna have for Christmas dinner."

vided they are World War II veterans as defined in Alnav 37.

No. 110—Lists the names of officers promoted to the temporary grade of colonel, USMC.

No. 111—States that flight pay may not be paid to personnel whose actual assigned duties do not involve operational or training flights, following enactment of a law intended to limit flight pay to personnel on specific order for such flights, including flights as are necessary to maintain the proficiency of administrative personnel.

No. 112—Pertains to negotiated contracts and insertion of new conditions in contracts pursuant to Public Law 245, 82d Congress.

No. 113—Lists the names of officers promoted to temporary grade of captain, CEC, USN.

No. 114—Lists the names of officers promoted to temporary grade of commander, USN.

No. 115—Lists the names of officers promoted to temporary grade of commander, USNR.

No. 116—Lists the names of officers promoted to temporary grade of lieutenant colonel, USMC.

BuPers Circular Letters

(Note: Due to space limitations a complete listing of current circular letters was not published in the November 1951 issue of ALL HANDS. The following summary covers BuPers Circ. Ltrs. 145 through 160 which were previously omitted, and continues with the listing of newly published circular letters. The directive listed in the November issue as BuPers Circ. Ltr. 174-51 was in-

correctly listed; it is BuPers-Mar-Corps Joint Ltr., 28 Sept 1951 [NDB 30 Sept 1951].)

No. 145—Pertains to Uniform Code of Military Justice as it applies to the withholding of privileges or the restriction to specified limits of officer personnel; also limits forfeiture of officers' pay, when imposed by commands authorized to convene general courts martial, so as not to exceed one-half month's pay.

No. 146—Lists the names of Reserve line and staff officers on active duty promoted to the temporary grades of lieutenant and lieutenant commander.

No. 147—Announced convening of selection boards to recommend Regular and Reserve line officers to temporary grade of commander, and to recommend staff officers to the temporary grades of captain and commander.

No. 148—Standardizes disciplinary procedures and instructions involving confinement and other types of restraint, and includes definitions of various types of restraint.

No. 149—Provides instructions on the preparation and distribution of *Report of Separation from Armed Forces of the U. S.* (Form DD-214), and cancels BuPers Circ. Ltr. 196-49.

No. 150—Modifies BuPers Circ. Ltr. 101-51 as it applies to the administration of offenses involving unauthorized absence of enlisted personnel.

No. 151—Authorizes the advancement of enlisted personnel who have returned to inactive duty in the Naval Reserve following successful completion of service-wide examinations taken while on active duty, providing advancement is effected within prescribed periods; also applies to Regulars separated from the service who enlist in USNR within three months of separation.

No. 152—Announces the annual nation-wide competitive examination on 18 and 19 Feb 1952 for appointments to cadetship in U. S. Coast Guard and enrollment in USCG Academy, and lists qualifications of naval personnel eligible to compete for such appointments. Completed applications must be postmarked not later than 15 Jan 1952.

No. 153—Modifies BuPers Circ. Ltr. 127-51 concerning eligibility re-

quirements and processing procedures for appointment of qualified enlisted personnel to commissioned grades in USNR for active duty as unrestricted or restricted line officers, Supply Corps or CEC officers.

No. 154—Approves the participation of Navy and Marine Corps personnel in the Olympics and announces that any qualified officer or enlisted man interested in trying for a place on the Olympic team will be given opportunity to apply for selection.

No. 155—Announces the names of personnel (in addition to those listed in BuPers Circ. Ltr. 76-51) advanced to temporary CPO status, acting appointment, following successful completion of rating examinations held 13 Feb 1951.

No. 156—Announced revised convening dates for selection boards to recommend Dental Corps officers to grade of rear admiral and to consider captains for continuation on active list, and boards to recommend staff corps officers (except Dental Corps) for promotion to grades of captain and commander.

No. 157—Authorizes the advancement of those warrant officers to Pay Grade W-3 who were on the waiting list published in BuPers Circ. Ltr. 106-51, and announces tentative convening date of another selection board to select commissioned warrant officers in USN and USNR.

No. 158—Lists names of USNR officers on active duty promoted to temporary grade of lieutenant.

No. 159—Amends BuPers Circ. Ltr. 33-50 on subject of officer designator code 1420.

No. 160—Lists newly completed training films sponsored by various Navy bureaus and offices, prints of which are available at Training Aids Sections.

No. 161 to No. 174—See ALL HANDS, November 1951, p. 55.

No. 174—Outlines requirements and procedures for USNR officers on active duty who desire to obtain assignment to primary legal duties.

No. 175—Announces opportunity for officers and enlisted personnel to apply for training at Naval School, Explosive Ordnance Disposal, Naval Powder Factory, Indian Head, Md.

No. 176—Announces convening of a board to consider LDO officers for reappointment and temporary pro-

motion to the temporary grade and precedence (not to exceed grade of LCDR) to which they would have been entitled had they not accepted their permanent appointment as LDOs.

No. 177—Concerns the large numbers of candidates reporting at enlisted service schools for instruction for which they are ineligible, and lists most frequent violations of eligibility requirements.

No. 178—Pertains to security requirements for naval personnel attending classified courses at naval and other armed forces schools.

No. 179—Announces availability of pamphlet entitled "Reinstatement Rights of Persons Who Leave Positions to Enter Military Service" which will be distributed by civil readjustment officers to personnel being separated from active service.

No. 180—Announces award of Navy Unit Commendation to Task Element 90.62 (including USS *Mansfield*, *DeHaven*, *Henderson*, *Gurke*, *Lyman K. Swenson* and *Collett*) for Korean action 13-15 Sept 1950.

No. 181—States that the affiliated local public employment offices of the Labor Department are prepared to assist in channeling persons released from active duty who are looking for civilian jobs.

No. 182—Provides that a woman officer must be present when an enlisted woman is being interrogated or investigated under procedures outlined in SecNav Ltr. P13-7 of 10 Dec 1949 (NDB July-Dec 1949) and specifies that a woman may not be disciplined without consultation with a woman officer assigned by CO.

No. 183—Outlines the general provisions of the current system of servicewide competitive examinations for advancement in rating and points out changes in system effective with January 1952 examinations.

No. 184—Announces action required on changes in the enlisted rating structure affecting Naval Reserve personnel in the ratings of PNS, ESB, ET, CTI, CTS, and CTY.

No. 185—Calls attention of all personnel whose voting residence is Pennsylvania that absentee ballot privileges may be exercised by persons on active duty who are otherwise qualified regardless of whether they have previously registered or are enrolled voters.

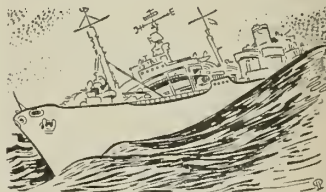
Nothing sounds quite so lubberly to a true seaman as the expression, "The ship is rocking." Reason for this is that a landlubber's "rocking" means several distinctive motions. The most familiar of these are the



plunging and leaping motion known as *pitching* and the side to side motion called *rolling*. Some ships roll with such persistency that their crews accuse them of rolling even while drydocked.

* * *

Another ship's motion, one that is especially worrisome to helmsmen, is *yawing*. This is the motion most usually associated with fast-moving seas that are overtaking a ship on her



quarter. A swell lifts the stern high and throws the ship off course, but as it passes it tends to swing the ship back to her original course.

* * *

Actually a ship is subjected to six different "freedoms of motion." In addition to rolling, pitching and yawing there is *swaying*, *surging* and *heaving*. Though these last three are



less perceptible motions, they all involve complete displacement of the ship. Swaying is a sideward set and return; surging is a forward and backward set and return. Heaving is an up and down motion, much like a cork bobbing on a wave.

DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

First award:

* **HOWELL**, Claude "C", Jr., ENS, USN (posthumously): Pilot of a fighter plane in Fighter Squadron 24, attached to *uss Boxer*, in action against enemy forces in Korea on 29 Sept 1950.

* **WAGNER**, William G., ENS, USN (posthumously): Pilot of a fighter plane in composite Squadron 62, attached to *uss Leyte*, during action against enemy forces in Korea on 28 Nov 1950.



BRONZE STAR MEDAL

Gold star in lieu of third award:

* **FERRALL**, William E., CAPT, USN: For meritorious achievement as commanding officer of *uss Bayfield* in connection with operations against enemy forces in Korea from 15 Aug to 21 Sept 1950.

Gold star in lieu of second award:

* **ARNDT**, Ralph W., CDR, USN: For meritorious service as Commander Tactical Air Control Squadron One and Tactical Air Commander on the staff of Commander Task Force 90 during the planning and execution of amphibious operations against enemy forces in Korea from 11 to 24 Dec 1950.

* **BASS**, Albert F., Jr., BM3, USN: For heroic service as assistant wave guide commander, attached to Underwater Demolition Team One, during the amphibious assault against enemy forces at Inchon, Korea, on 15 Sept 1950.

* **BOSWELL**, Covington H., Jr., QM3, USN: For heroic service as assistant wave guide commander, attached to Underwater Demolition Team One, during action against enemy forces in Korea on 15 Sept 1950.

* **CARMICK**, Edward S., CAPT, USN: For meritorious service as ordnance officer attached to the staff of Commander Service Squadron Three engaged in support of U.S. ships operating against enemy forces in the Korean area from 1 Aug 1950, to 28 Feb 1951.

* **COFFIN**, Clarence E., Jr., CAPT, USN: For meritorious achievement as commanding officer of *uss Bexar* in connection with operations against enemy

forces in Korea from 11 Aug to 21 Sept 1950.

* **DONOHUE**, Timothy F., CAPT, USN: For meritorious achievement as commanding officer of *uss Okanogan* in connection with operations against enemy forces in Korea from 15 Aug to 21 Sept 1950.

* **EDWARDS**, John A., CAPT, USN: For meritorious achievement as commanding officer of *uss Algol* in connection with operations against enemy forces in Korea from 15 Aug to 21 Sept 1950.

* **LOVELAND**, Kenneth, CDR, USN: For meritorious achievement as commanding officer of *uss Catamount* in connection with operations against enemy forces in Korea from 15 Aug to 21 Sept 1950.

* **WILDER**, Lawrence A., LT, USN: For meritorious service as operations officer on the staff of Destroyer Squadron Nine during operations against enemy forces in Korea from 26 Jun to 24 Oct 1950.

* **WILSON**, Phillip A., LTJG, USN: For meritorious achievement while attached to Commander Transport Division 111 for temporary duty from Underwater Demolition Team One during operations against enemy forces in Korea from 6 to 8 Oct 1950.

First award:

* **ALARCON**, Frank, HN, USN: For heroic achievement as a corpsman, attached to a Marine Medical Company, Seventh Marines, First Marine Division, Reinforced, during operations against enemy forces in Korea on 7 Dec 1950.

* **ARMSTRONG**, James L., HMC, USN: For heroic achievement as a corpsman, attached to the First Marine Regiment, First Marine Division, Reinforced, during operations against enemy forces in Korea on 29 Nov 1950.

* **BANKS**, Lawrence E., LCDR, MC, USN: For meritorious achievement as medical officer attached to First Marine Air Wing prior to and during operations against enemy forces in the Korean area from 14 Jul to 12 Dec 1950.

* **BANKS**, Stanley C., LT, USN: For heroic achievement as leader of a Shore Fire Control Party, serving with the First Marine Division, Reinforced, during operations against enemy forces in Korea from 26 Oct to 12 Dec 1950.

* **BELL**, George M., CDR, MC, USN: For meritorious service as regimental surgeon, attached to a Marine Artillery Regiment, First Marine Division, Reinforced, during operations against enemy forces in Korea from 28 Nov to 10 Dec 1950.

* **BENSON**, Gardner R., HN, USN: For heroic achievement as a member of an evacuation team, attached to the First Medical Battalion, First Marine Division, Reinforced, in connection with operations against enemy forces in Korea on 25 Sept 1950.

* **CARDWELL**, James L., BM3, USN: For meritorious achievement as coxswain of an assault boat, attached to *uss Horace A. Bass*, during operations against enemy forces in Korea from 6 to 8 Oct 1950.

* **CASAVANT**, Daniel J., HN, USN: For heroic achievement as a member of the collecting section of the First Marine Medical Battalion, First Marine Division, Reinforced, during operations against enemy forces in Korea on 27 Sept 1950.

* **COLEMAN**, Wilson M., CDR, USN: For meritorious achievement as operations officer on the staff of Commander Carrier Division 15 during operations against enemy forces in Korea from 3 Aug 1950, to 15 Jan 1951.

* **CONATORE**, George E., ENS, USN: For meritorious achievement as boat officer on board *uss Horace A. Bass*, during operations against enemy forces in Korea from 6 to 8 Oct 1950.

* **CONCANNON**, Leslie E., ENS, USN: For meritorious service as personnel officer on the staff of Commander Service Squadron Three in support of U.S. ships operating against enemy forces in the Korean area from 10 July 1950, to 1 Feb 1951.

* **CROSS**, John W., SK2, USN: For heroic achievement while serving on board *uss LSMR 404* during the amphibious assault against enemy forces at Wolmido and Inchon, Korea, on 15 Sept 1950.

* **CUNNINGHAM**, Thomas D., CDR, USN: For meritorious service as commanding officer of *uss Keppler* during operations against enemy forces in Korea from 10 Jul 1950, to 5 Feb 1951.

* **DAVIS**, William P., HM3, USN: For heroic achievement as a corpsman serving with a Marine Infantry Company in the Seventh Marines, First Marine Division, Reinforced, in action against enemy forces in Korea on 2 Oct 1950.

* **DECKER**, Harvey L., LTJG, USN: For meritorious service as gunnery officer of *uss Lyman K. Swenson* during operations against enemy forces in Korea on 8 Jul 1950.

* **DICKSON**, Joe A., ENS, USN: For meritorious achievement as Officer-of-the-Deck of *uss Lyman K. Swenson* during operations against enemy forces in Korea on 8 Jul and 13 Sept 1950.

* **DONAGHE**, James W., HM3, USN

(posthumously): For heroic achievement as acting company corpsman, attached to the First Marine Division, Reinforced, in action against enemy forces in Korea on 20 Sept 1950.

*ECKERT, Kenneth E., BM3, USN: For meritorious achievement as coxswain of an assault boat, attached to *uss Horace A. Bass*, during operations against enemy forces in Korea from 6 to 8 Oct 1950.

*EDWARDS, John A., CAPT, USN: For meritorious achievement as commanding officer of *uss Algol* in connection with operations against enemy forces in Korea from 15 Aug to 21 Sept 1950.

*EIDSSNESS, George W., LTJG, USNR: For heroic service as gunnery officer on board *uss Pledge* during minesweeping operations in densely mined waters off Wonsan, Korea, on 12 Oct 1950.

*FERGUSON, James E., HN, USN: For heroic achievement as company corpsman serving with a Marine Infantry Company in the Seventh Marines, First Marine Division, Reinforced, during operations against enemy forces in Korea on 3 Nov 1950.

*FIELDING, Teddy R., LTJG, USN: For heroic achievement while serving as a Boat Group Commander and control officer attached to the Advance Attack Group during the amphibious assault against Inchon, Korea, on 15 Sept 1950.

*GREELY, James W., CDR, USN: For meritorious service as maintenance officer on the Staff of Commander Service Squadron Three engaged in support of U.S. ships in operations against enemy forces in the Korean area from 10 Jul 1950, to 28 Feb 1951.

*GREENE, Thomas J., CDR, USN: For meritorious achievement as commanding officer of *uss Colonial* in connection with operations against enemy forces in Korea from 15 Aug to 21 Sept 1950.

*HARPER, Harry J., HN, USN (posthumously): For heroic achievement while serving as corpsman, attached to the First Marine Division, Reinforced, in action against enemy forces in Korea on 3 Oct 1950.

*HICKEY, Bernard L., LTJG, ChC, USN: For meritorious achievement as Regimental Catholic Chaplain, attached to the Fifth Marine Infantry Regiment, First Marine Division, Reinforced, in connection with operations against enemy forces in Korea from 15 Sept to 2 Nov 1950.

*HUDSON, George K., CDR, USN: For meritorious service as operations officer

on the staff of Commander Service Squadron Three in support of U.S. ships operating against enemy forces in the Korean area from 22 Jul 1950, to 28 Feb 1951.

*KANE, Edward T., QMQL, USNR: For heroic service on the staff of Commander Mine Division 32 embarked on *uss Pirate* during assault mine sweeping operations at Wonsan, Korea, on 12 Oct 1950.

*KANG, Yong Jop, LTJG, ROK Navy: For meritorious service as assistant to the commander of an intelligence unit, ROK Navy headquarters, in connection with operations against enemy forces in Korea from 25 Jun to 10 Oct 1950.

*KOONCE, Robert S., HN, USN: For heroic achievement as a corpsman serving with a Marine Infantry Battalion in the First Marine Division, Reinforced, during operations against enemy forces in Korea on 5 Nov 1950.

*LASSOR, Frank J., HM1, USN: For heroic achievement as a corpsman, attached to a Marine Medical Company, First Medical Battalion, First Marine Division, reinforced, during operations against the enemy on 7 Dec 1950.

*LEE, Marvin G., LCDR, USN: For meritorious achievement as air intelligence officer on the staff of Commander Carrier Division Three, embarked in *uss Valley Forge*, during operations against enemy forces in the Korean area from 1 Jul to 14 Aug 1950.

*LONG, Thomas A., CDR, SC, USN: For meritorious service as logistics officer, attached to the staff of Commander Service Squadron Three engaged in support of U.S. ships operating against enemy forces in the Korean area from 10 Jul 1950, to 28 Feb 1951.

*MAGINNIS, Jack, CAPT, USN: For meritorious achievement as CO of *uss Winston* in connection with operations against enemy forces in Korea from 15 Aug to 21 Sept 1950.

*MCDONALD, Marvin B., HM2, USN: For heroic achievement as a corpsman attached to a Marine Infantry Company in the First Marine Division, Reinforced, during operations against enemy forces in Korea on 27 Nov 1950.

*MOFFITT, George R., Jr., LTJG, MC, USNR: For heroic achievement as battalion surgeon attached to a Marine Artillery Battalion, First Marine Division, Reinforced, during operations against enemy forces in Korea from 1 to 9 Dec 1950.

*OLIVAS, Cornelio, Jr., HN, USN: For

heroic achievement while serving as a medical corpsman attached to an assault company in the First Marine Division, Reinforced, during operations against enemy forces in Korea from 24 Sept to 4 Oct 1950.

*OWSLEY, Robert T., FA, USN: For heroic achievement while serving on board the *uss LSMR 404* during the amphibious assault against enemy forces at Wolmi-do and Inchon, Korea, on 15 Sept 1950.

*QUINN, Robert D., CDR (then LCDR), USN: For heroic achievement as CO of the *uss Perch* during operations against enemy forces in Korea from 8 Aug to 17 Oct 1950.

*RYE, James D., HN, USN: (posthumously): For heroic achievement as acting company corpsman attached to the First Marine Division, Reinforced, in action against enemy forces in Korea on 20 Sept 1950.

*SIANI, Salvatore A., HMC, USN: For heroic achievement as medical corpsman serving with a Marine Infantry Battalion in the First Marine Division, during operations against enemy forces in Korea on 7 Dec 1950.

*SIMONS, Carlyle E., HM3, USN: For heroic achievement while serving with the First Engineer Battalion, First Marine Division, Reinforced, in connection with operations against enemy forces in Korea on 3 Dec 1950.

*SMITH, Dupont P., HN, USN: For heroic achievement while serving as a corpsman with a Marine Infantry Battalion during operations against enemy forces in Korea from 23 Nov to 3 Dec 1950.

*SMITH, Edwin P., Jr., LTJG, USN: For meritorious achievement while attached to Commander Transport Division 111 for temporary duty from Underwater Demolition Team One, during operations against enemy forces in Korea from 6 to 8 Oct 1950.

*THOMPSON, James L., LT, USN: For meritorious achievement as CO of *uss Conserver* during operations against enemy forces in Korea from 10 Jul to 28 Dec 1950.

*THRO, John B., LCDR, USN: For meritorious achievement as CO of *uss Wantuck* during the amphibious assault against Inchon, Korea, on 15 Sept 1950.

*WILDT, Victor H., CDR, USN: For meritorious service as CO of *uss Fred T. Berry* during operations against enemy forces in Korea from 10 Jul 1950, to 5 Feb 1951.



BOOKS:

LATEST VOLUMES ARE IN SHIP'S LIBRARY

GOOD HOLIDAY READING is in store for you if you stop in at your ship or station library. Here are some of the latest books, chosen for Navy-men by the BuPers library staff:

• *Clear the Decks!*, by Rear Admiral Daniel V. Gallery, usn; William Morrow and Company.

Tie a salty, fast-moving wartime narrative together with a string of first-rate sea stories and you've got *Clear the Decks!*

Anti-submarine activity during the Battle of the Atlantic, operations at an air base in Iceland, and the biography of a hard-working flat-top—nicknamed the "Can Do"—are the chief ingredients. From the "palm trees" at Reykjavik to the capture of a German submarine, almost every page is filled with plenty of red meat and good humor.

If your taste in reading matter runs to sea stories with the unmistakable flavor of war, this is your book—for when it comes to spinning colorful yarns in this vein, Admiral Gallery "can do."

* * *

• *A Sailor's Treasury*, by Frank Shay; W. W. Norton and Company.

This is a book for all salts and would-be salts, written by the com-

piler of *American Sea Songs and Chanteys*. In it, the author describes mermaids and seamonsters and other "denizens of the deep." He harks back to the days of oak and canvas to recount the legends and yarns told and retold by seafaring men.

The story of the "Flying Dutchman," islands that appear and then disappear, the "captain who could taste his ship's position," "Storm-along John," and many others are told in detail.

Sprinkled with quotations from Melville, Dana and others, Mr. Shay's book makes interesting reading. It would be worth having if only for the section on "Salty Speech," which contains an alphabetical listing of cries, epithets, gripes and maxims. Sail Ho!

* * *

• *Welcome Aboard*, by Florence Ridgely Johnson; U. S. Naval Institute.

Designed primarily as a service manual for the naval officer's wife, this book should also appeal to the wives of enlisted personnel.

It describes the naval organization from the official angle. It gives valuable information on personal affairs, legal matters, emergency help, what to do in case of accident or death.

The writer, wife of a rear admiral, lets you take advantage of her more than 20 years' experience as she tells about customs and ceremonies, social usage—from calling cards to the military wedding—and dispenses helpful tips on personal possessions and the "rules of the road."

* * *

• *The Voice of Asia*, by James A. Michener; Random House.

"Today Asia is of utmost importance to Americans. What happens there may make or mar us as a nation. We need to know what makes Asia tick." With this as his major premise, James Michener, author of *Tales of the South Pacific* and *Return to Paradise*, went on a jaunt through the exotic continent. He talked with some 120 Asians,

recording their views, their motives.

Mr. Michener did not seek out the chiefs of state—though he did talk with some in high places. He chose to talk with the schoolteacher, the Japanese ex-soldier, the Buddhist monk. The result is an excellent cross-section, illuminating to a great extent the Asian mind.

* * *

• *The Wanderer*, by Mika Waltari; G. P. Putnam's Sons.

The sequel to Waltari's best-selling novel, *The Adventurer*, is another example of the Finnish writer's ability to capture the glamour of "faraway places."

Algiers, Istanbul, Vienna, Buda and Bagdad are some of the areas covered. Beheadings, sieges, pirates, wrestling matches (in which arms and necks get broken), political intrigues and—yes—love, all go into the tale of Michael-el-Hakim, the Wanderer.

* * *

• *Aleutians, Gilberts and Marshalls*, by Samuel Eliot Morison; Little, Brown and Company.

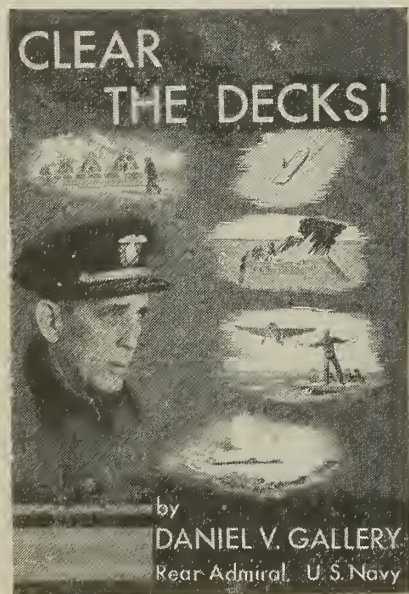
This is the seventh volume of the History of U.S. Naval Operations in World War II. Seven more are in prospect.

If the Japanese had not occupied Kiska and Attu early in 1942, the Americans—according to Morison—would probably "have left the Aleutians to the Aleuts." There resulted, however, months of relentless pounding with neither side having enough "wherewithal" to accomplish its aims.

Descriptions of the many operations including the famous "Battle of the Pips" and the ironic bombardment and "invasion" of the already evacuated Kiska fill the first part of the book which ends when the Allies again secure the Aleutians early in 1944. Except for occasional raids by the Japanese, the battle in the "Theatre of Military Frustration" was over.

The remaining two portions of the volume are devoted to details of the capture of the Gilberts and Marshalls. In these pages of naval history, carrier and amphibious operations really come into their own.

As in the past, Morison's text is well-written. The accurate and painstaking documentation detracts not at all from the easy-flowing prose. Humor—sometimes grim, sometimes just plain humor—dots the pages.



TALE OF THE SEA by a fighting admiral includes a thrilling description of the capture of a Nazi submarine.



Robert E. Peary

PEARY REACHES THE NORTH POLE



90° NORTH LATITUDE; 6 APRIL 1909

The final dash over the ice of the Arctic Ocean, by sledge and dog team, culminating in achievement of a goal for which men had strived for more than three centuries, as told by Commander Robert E. Peary in his book, "The North Pole".

Lieutenant Robert E. Peary, USN, had just returned from duty as engineer-in-chief of a Nicaraguan survey when, in 1886, a friend persuaded him to make a trip to Greenland for an ice-cap reconnaissance, and he was seized suddenly by the fever of Arctic exploration.

At that time Peary was 30 years old and had been in the Navy for five years. For the next two decades he prepared himself to achieve the goal for which men had been striving for more than three centuries.

These long years of preparation accounted for his success in the final dash to 90° N. latitude, reached nearly a quarter of a century later on 6 Apr 1909. First he had to learn how to live like an Eskimo, to exist on raw meat and blubber, to build snow igloos, to travel by dog team, to lead an exploration party.

Charged by the Secretary of the Navy to make the "attainment of the pole" his main object, encouraged by his friend President Theodore Roosevelt, and with the financial aid of a group of private benefactors, Commander Peary started on his final quest on 6 July 1908.

The story is graphically told, by Peary himself, in his book *The North Pole*, published in 1910 initially by Frederick A. Stokes Company. Peary's final dash to the Pole over the Arctic ice is covered, in abridged form, in this book supplement.

IT WAS ten o'clock on the morning of February 22d—Washington's birthday—when I finally got away from the ship [*Roosevelt*] and started on the journey toward the Pole. This was one day earlier than I had left the ship three years before on the same errand. I had with me two of the younger Eskimos, Arco and Kudlooktoo, two sledges and sixteen dogs. The weather was thick, the air was filled with a light snow, and the temperature was 31° below zero.

There were in the field, for the northern work, seven members of the expedition, nineteen Eskimos, one hundred and forty dogs, and twenty-eight sledges. The six advance divisions were to meet me at Cape Columbia on the last day of February.

While we were at Cape Columbia the throat distemper broke out in one team, and six dogs died. This left me only enough for nineteen teams.

My plans were further disarranged by the disabling of two Eskimos—one having a frosted heel, and the other a swollen knee. This depletion in the ranks of sledge drivers meant that Marvin and MacMillan would

From *The North Pole* by Robert E. Peary. Copyright 1910, 1937, by Josephine D. Peary. Published by J. B. Lippincott Company.

PEARY REACHES THE NORTH POLE

each have to drive a dog team, and that the pickax squad would be reduced to one man—Dr. Goodsell.

When I awoke before light on the morning of March 1st, the wind was whistling along the igloo. This phenomenon, appearing on the day of our start [from Cape Columbia], after so many days of calm, seemed the perversity of hard luck. I looked through the peep-hole of the igloo and saw that the weather was still clear. The wind was from the east—a direction from which I had never known it to blow in all my years of experience in that region. This unusual circumstance was of course attributed by my Eskimos to the interference of their arch enemy, *Tornarsuk*—in plain English, the devil—with my plans.

One by one the divisions drew out from the main army of sledges and dog teams, and disappeared to the northward in the wind haze.

The Northern Party was at last on the ice of the Arctic Ocean, about latitude 83°.

Out on the ice away from the shelter of the land, we got the full force of the violent wind. A little farther on, while walking alone behind my division, I met Kyutah, hurrying back with empty sledge. He had smashed his sledge so badly that it seemed better to go back to Cape Columbia for one of the reserve sledges there. Still farther on I met Kudlooktoo, returning on the same errand.

The door of my igloo had scarcely been closed when one of Henson's Eskimos came running over, blue with fright, to tell me that *Tornarsuk* was in camp, and that they could not light the alcohol in their new stove. It was so cold that there was no vaporization from the alcohol, and it would not light directly as at higher temperatures. A bit of paper dropped into it and lighted was the solution.

The failure of even one of our alcohol stoves would have seriously impaired our chances, as the men of that division could not have boiled the tea which is absolutely necessary for work in those low temperatures.

Kyutah, who had gone back to land with his broken sledge, came in during the night, but Kudlooktoo failed to put in an appearance. Thus the end of our first day over the polar ice found the expedition one man short.



EGINGWHA, in these before and after photos, demonstrates overwhelming physical strain that such trip entails.

The first serious obstacle of the sledge journey was encountered the second day out from land. When we had made about three-quarters of a march we saw ahead of us a dark ominous cloud upon the northern horizon, which always means open water. Just ahead of us were my various divisions held up by a lead.

I gave the order to camp (there was nothing else to do). Before daylight the next morning we heard the grinding of the ice, which told us that the lead was at last crushing together, and I gave the signal to the other three igloos, by pounding with a hatchet on the ice floor of my igloo.

With the first of the daylight we were hurrying across the lead on the rafting young ice, which was moving, crushing, and piling up with the closing of the sides of the lead. Imagine crossing a river on a succession of gigantic shingles, one, two or three deep and all afloat and moving, [and you] will perhaps form an idea of the uncertain surface over which we crossed this lead. Any moment may lose a sledge and its team, or plunge a member of the party into the icy water.

Pushing on, we found the familiar unwelcome sight which I had so often before me on the expedition of 1905-06—the white expanse of ice cut by a river of inky black water. The lead had opened directly through the heavy floes.

We were now [March 5] about 45 miles north of Cape Columbia. During the night the lead had narrowed somewhat, rafting the young ice. Then, under the impulse of the tidal wave, it had opened wider than ever, leaving, in spite of the constantly forming ice, a broad band of black water before us.

Only one who has been in a similar position could understand the gnawing torment of those days of forced inaction.

I think that more of mental wear and tear was crowded into those days than into all the rest of the 15 months we were absent from civilization.

While pacing the floe, I figured out how we should use our sledges piecemeal as fuel in our cookers, to make tea after the oil and alcohol were gone. By the time the wood of the sledges was exhausted, it would be warm enough so that we could suck ice or snow to assuage our thirst, and get along with our pemmican and raw dog without tea. It was a plan of desperation. It was a harrowing time, that period of waiting.

On the 9th or 10th we might possibly have crossed the lead on the young ice, by taking desperate chances; but considering our experience of 1906, when we had nearly lost our lives while recrossing the "Big Lead" on the undulating ice, I waited.

On the evening of March 10, I gave orders to get under way the next morning. The morning of the 11th was clear and calm. We got under way early leaving in my igloo at this camp the following note for Marvin [in charge of the follow-up supply division]:

"We have waited here six days. Can wait no longer. We are short of fuel. Push on with all possible speed to overtake us. Feed full rations & speed your dogs. It is vital you overtake us and give us fuel. Peary."

* * *

The march on the 13th was crisp. With no wind in our fur clothing we did not suffer from the cold. The dogs as they traveled were enveloped in the white cloud of their own breath.

I traveled ahead of my division this march, and

whenever I looked back could see neither men nor dogs—only a low-lying bank of fog glistening like silver in the horizontal rays of the sun behind it to the south—this fog being the steam of the dog teams.

Our camp that night was on a large old floe in the lee of a large hummock of ice and snow. Just as we had finished building our igloos, one of the Eskimos shouted excitedly:

"Kling-mik-sue!" (Dogs are coming.)

In a moment I was on the hummock beside him. Looking south I could see, a long distance away, a little bank of silvery white mist lying on our trail. The rear party, with its precious loads of oil and alcohol, was over the "Big Lead."

The rest of the party would remain here repairing sledges and drying clothes until [the supply party] came in, when I could reappportion my loads and send back all superfluous men, dogs, and sledges.

* * *

Monday, March 15, was clear and cold, with temperature between 45° and 50° below zero. The main expedition now comprised 16 men, 12 sledges and 100 dogs. The going in this march was similar to that of the previous one, fairly good, over the old floes.

Late in the afternoon we began to hear loud reports and rumblings among the floes, as well as the more sibilant sound of the rafting young ice.

This meant more open water ahead of us.

Soon an active lead cut right across our path, and on the farther or northern side of it we could see that the ice was moving. The lead seemed to narrow toward the west, and we followed it a little way until we came to a place where there were large pieces of floating ice, some of them 50 or 100 feet across. We got the dogs and sledges from one piece of ice to another—the whole forming a sort of pontoon bridge.

As Borup was getting his team across the open crack between two pieces of floating ice, the dogs slipped and went into the water. Leaping forward, the young athlete stopped the sledge from following the dogs, and, catching hold of the traces that fastened the dogs to the sledge, he pulled them bodily out of the water. A man less quick and muscular than Borup might have lost the whole team as well as the sledge laden with five hundred pounds of supplies, which, considering our position far out in that icy wilderness, were worth more to us than their weight in diamonds. We drew a long breath, and, reaching the solid ice on the other side of this pontoon bridge, plunged on to the north.

* * *

We had thus far [as of March 22nd] averaged eleven and a half minutes of latitude *made good* for each actual march. Included in these marches had been four short ones resulting from causes the recurrence of which I believe I could prevent in the future.

If we were not interrupted by open water, against which no calculations and no power of man can prevail, we could steadily increase this average.

The air was full of frost which, clinging to our eyelashes, almost cemented them together. Sometimes, in opening my mouth to shout an order to the Eskimos, a sudden twinge would cut short my words—my mustache having frozen to my stubble beard.

On the polar ice we gladly hail the extreme cold, as higher temperatures and light snow always mean open

water, danger, and delay. Of course, such minor incidents as frosted and bleeding cheeks and noses we reckon as part of the great game. Frosted heels and toes are far more serious, because they lessen a man's ability to travel, and traveling is what we are there for. Mere pain and inconvenience are inevitable, but, on the whole, inconsiderable.

We were now [March 27th] across the 87th parallel and into the region of perpetual daylight. The sun had not set during the last march. The knowledge that we had crossed the 87th parallel with men and dogs in good condition, sent me to sleep with a light heart.

Only about six miles beyond this point, at 87°6', I had been obliged to turn back nearly three years before, with exhausted dogs, depleted supplies, and a heavy and discouraged heart.

When I awoke the following day, March 28, the sky was brilliantly clear; but ahead of us there was a thick, smoky, ominous haze drifting low over the ice, and a bitter northeast wind, which, in the orthography of the Arctic, plainly spelled open water.

Did this mean failure again? No man could say.

After traveling at a good rate for six hours along Bartlett's [advance] trail, we came upon his camp beside a wide dense, black watery sky to the northwest, north and northeast. We camped a hundred yards distant, put up our igloos and turned in, after our usual supper of pemmican, biscuit and tea.

I was just dropping off to sleep when I heard the ice creaking and groaning close by the igloo. I attributed it to the pressure from the closing of the lead; and after satisfying myself that my mittens were where I could get them instantly, in an emergency, I rolled over on my bed of deerskins and settled myself to sleep. I was just drowsing again when I heard some one yelling.

Leaping to my feet and looking through the peephole of our igloo, I was startled to see a broad lead of black water between our two igloos and Bartlett's. Awakening my men, I kicked our snow door into fragments and was outside in a moment. The break in the ice had occurred within a foot of the fastening of one of my dog teams, the team escaping by just those few inches from being dragged into the water.

Another team had just escaped being buried under a pressure ridge. Bartlett's igloo was moving east on the ice raft which had broken off, and beyond it, as far as the belching fog from the lead would let us see, there was nothing but black water.

It looked as if the ice raft which carried Bartlett's division would impinge against our side a little farther on, and I shouted to his men to break camp and hitch up their dogs in a hurry, in readiness to rush across to us should the opportunity present itself. Our two igloos were on a small piece of old floe, separated by a crack and a low pressure ridge, from a large floe.

I routed Henson and his men out of their igloo, gave orders to everybody to pack and hitch up immediately, and while this was being done, leveled a path across the crack to the big floe at the west of us. As soon as the loads were across and we were safe on the floe, we all went to the edge of the lead and stood ready to assist Bartlett's men in rushing their sledges across the moment their ice raft should touch our side.

Slowly the raft drifted nearer and nearer, until the side of it crunched against the floe. We had no trouble in getting Bartlett's men and sledges across. That night

PEARY REACHES THE NORTH POLE

we slept with our mittens on, ready at a moments notice for anything that might happen.

* * *

Bartlett got ready [on April 1] to start south on the back trail in command of my fourth supporting party. I felt a keen regret as I saw the captain's broad shoulders grow smaller in the distance and finally disappear. But it was no time for reverie, and I turned abruptly away and gave my attention to the work before me.

The main party now consisted of my own division and Henson's. My men were Egingwah and Seegloo; Henson's men were Ootah and Ooqueah. We had five sledges and forty dogs. With these we were ready now for the final lap of the journey.

We were now one hundred and thirty-three nautical miles from the Pole. I made out my program. Every nerve must be strained to make five marches of at least twenty-five miles each, crowding these marches in such a way as to bring us the end to the fifth march by noon, to permit an immediate latitude observation.

This was the time for which I had reserved all my energies, the time for which I had worked for twenty-two years, for which I had lived the simple life and trained myself as for a race.

My party might be regarded as ideal—as loyal and responsive to my will as the fingers of my right hand. My four Eskimos carried the technic of dogs, sledges, ice, and cold as their racial heritage. Henson and Ootah had been my companions at the farthest point on the expedition three years before. Egingwah and Seegloo had a narrow escape at that time, having been obliged for several days to subsist upon their sealskin boots, all their other food being gone.

The fifth was young Ooqueah, who was, if possible, even more willing and eager than the others to go with me wherever I should elect. For he was always thinking of the great treasures which I had promised each of the men who should go to the farthest point with me—whale-boat, rifle, shotgun, ammunition, knives, et cetera—wealth beyond the wildest dreams of Eskimos, which should win for him the daughter of old Ikwa of Cape York, on whom he had set his heart.

* * *

As the Eskimos worked away at repairing the sledges while we rested on the first day of April, they stopped from time to time to eat some of the boiled dog which the surplus numbers in Bartlett's returning team had enabled them to have. They had boiled it, using the splinters of an extra broken sledge for fuel under their cooker. But though I remembered many times when from sheer starvation I had been glad to eat dog meat raw, I did not feel inclined to join the feast.

I took up another hole in my belt, the third since I left the land—32 days before. Every man and dog of us was lean and flat-bellied as a board, and as hard.

Now I was spurred on by the necessity of making my goal, if possible, before the round face of the coming full moon should stir the tides with unrest and open a network of leads across our path.

Our course was nearly, as the crow flies, due north, across floe after floe, pressure ridge after pressure ridge,

headed straight for some hummock or pinnacle of ice which I had lined in with my compass. We were well over the 88th parallel, in a region where no human being had ever been before.

Near the end of the march (on April 2nd) I came upon a lead which was just opening. It was ten yards wide directly in front of me, but a few hundreds yards to the east was an apparently practicable crossing where the single crack was divided into several.

I signaled to the sledges to hurry; then, running to the place, I had time to pick a road across the moving ice cakes and return to help the teams across before the lead widened so as to be impassable.

This passage was effected by my jumping from one cake to another, picking the way, and making sure that the cake would not tilt under the weight of the dogs and the sledge, returning to the former cake where the dogs were, encouraging the dogs ahead while the driver steered the sledge from one side to the other so that it could not overturn. We got the sledges across several cracks so wide that while the dogs had no trouble in jumping, the men had to be pretty active in order to follow the long sledges.

A mile beyond this, the breaking of the ice at the edge of a narrow lead as I landed from a jump sent me into the water nearly up to my hips; but as the water did not come above the waistband of my trousers, which were water-tight, it was soon scraped and beaten off before it had time to freeze.

As we had traveled on, the moon had circled round and round the heavens opposite the sun, a disk of silver opposite a disk of gold.

It seemed hard to realize that its presence there had power to stir the great ice fields around us with restlessness—power even now, when we were so near our goal, to interrupt our pathway with an impassable lead.

The moon seemed no longer a friend, but a dangerous presence to be regarded with fear.

We slept only a few hours, hitting the trail a little before midnight between the 3rd and 4th of April. Again we traveled for ten hours straight ahead, the dogs often on the trot and occasionally on the run.

Near the end of the day we crossed a lead one hundred yards wide, on young ice so thin that, as I ran ahead to guide the dogs, I was obliged to slide my feed and travel wide, bear style, in order to distribute my weight, while the men let the sledges and dogs come over by themselves, gliding across where they could. The last two men came over on all fours.

I watched them from the other side with my heart in my mouth—watched the ice bending under the weight of the sledges and the men. As one of the sledges neared the north side, a runner cut clear through the ice, and I expected every moment that the whole thing, dogs and all, would go through the ice and down to the bottom.

That night I put all the poorest dogs in one team and began to eliminate and feed them to the others, as it became necessary. We stopped for only a short sleep, and early in the evening of the same day, the 4th, we struck on again. The temperature was then minus 35°.

The biting cold would have been impossible to face by anyone not fortified by an inflexible purpose. The bitter wind burned our faces so that they cracked, and long after we got into camp each day they pained us so that we could hardly go to sleep. The Eskimos complained much, and at every camp fixed their fur clothing

about their faces, waists, knees, and wrists. They also complained of their noses, which I had never known them to do before. The air was as keen and bitter as frozen steel.

At our camp on the 5th of April I gave the party a little more sleep than at the previous ones, as we were all pretty well played out and in need of rest. I took a latitude sight, and this indicated our position to be $89^{\circ}25'$, or thirty-five miles from the Pole.

I determined to make the next camp in time for a noon observation, if the sun should be visible. Before midnight on the 5th we were again on the trail.

When we had covered, as I estimated, a good fifteen miles, we halted, made tea, ate lunch, and rested the dogs. Then we went on for another estimated fifteen miles. In twelve hours' actual traveling time we made thirty miles.

* * *

The last march northward ended at ten o'clock on the forenoon of April 6. My reckoning showed that we were in the immediate neighborhood of the goal.

At approximate local noon, of the Columbia meridian, I made the first observation at our polar camp. It indicated our position as $89^{\circ}57'$!

Yet with the Pole actually in sight I was too weary to take the last few steps.

The accumulated weariness of all those days and nights of forced marches and insufficient sleep, constant peril and anxiety, seemed to roll across me all at once. I was actually too exhausted to realize at the moment that my life's purpose had been achieved.

As soon as our igloos had been completed and we had eaten our dinner and double-rationed the dogs, I turned in for a few hours of absolutely necessary sleep.

Everything was in readiness for an observation at 6 p.m., Columbia meridian time, in case the sky should be clear, but at that hour it was still overcast.

As there were indications that it would clear before long, two of the Eskimos and myself made ready a light sledge carrying one of the instruments, a tin of pemmican, and one or two skins; and drawn by a double team of dogs, we pushed on a distance of ten miles.

While we traveled, the sky cleared, and at the end of the journey, I was able to get a satisfactory series of observations at Columbia meridian midnight.

These observations indicated that our position was then beyond the Pole.

In a march of only a few hours, I had passed from the western to the eastern hemisphere and had verified my position at the summit of the world.

It was hard to realize that, in the first miles of this

brief march, we had been traveling due north, while, on the last few miles of the same march, we had been traveling south, although we had all the time been traveling precisely in the same direction.

As we passed back along that trail, east, west and north had disappeared for us. Only one direction remained and that was south. Where we were, one day and one night constituted a year, a hundred such days and nights constituted a century.

Having again arrived at Camp Jessup, I took another series of observations. These indicated our position as being four or five miles from the Pole, towards Bering Strait. Therefore, with a double team of dogs and a light sledge, I traveled directly toward the sun an estimated distance of eight miles.

In traversing the ice in these various directions as I had done, I had allowed approximately ten miles for possible errors in my observations, and at some moment during these marches and countermarches, I had passed over or very near the point where north and south and east and west blend into one.

We planted five flags at the top of the world. The first was a silk American flag which Mrs. Peary gave me fifteen years ago. It was also considered appropriate to raise the colors of the Delta Kappa Epsilon fraternity, in which I was initiated a member while an undergraduate student at Bowdoin College, the "World's Ensign of Liberty and Peace," with its red, white and blue in a field of white, the Navy League flag, and the Red Cross flag.

After I had planted the American flag in the ice, I told Henson to time the Eskimos for three rousing cheers, which they gave with the greatest enthusiasm. Thereupon, I shook hands with each member of the party—surely a sufficiently unceremonious affair to meet with the approval of the most democratic.

Then, in a space between the ice blocks of a pressure ridge, I deposited a glass bottle containing a diagonal strip of my flag and record of which the following is a copy:

90 N. Lat., North Pole,
April 6, 1909

I have to-day hoisted the national ensign of the United States of America at this place, which my observations indicate to be the North Polar axis of the earth, and have formally taken possession of the entire region, and adjacent, for and in the name of the President of the United States of America.

I leave this record and United States flag in possession.

Robert E. Peary,
United States Navy.

UNIQUE FERRY cut from ice enables Peary to get his men and dog team successfully across the perilous lead.



TAFRAIL TALK

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 21 May 1951, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Two visiting sailors from the heavy cruiser USS *Toledo* pay their respect at the American plot in the United Nations cemetery at Pusan Korea. They are James E. Gover, EM3, USN, and Ralph H. Miller, BM3, USN. ➡

IN THIS month's issue the editorship of ALL HANDS changes hands. Moving on to a new Navy assignment, our outgoing editor Lieutenant Commander George Dennis, Jr., USN, packed his typewriter into a traveling bag, picked up his orders, and headed for NOTS Inyokern, Calif.

With him he carried the best wishes not only of his editorial staff, but of thousands of friends throughout the naval establishment, many of whom he had met only through ALL HANDS.

Texas-born LCDR Dennis entered the Navy shortly after the opening of world War II, following a well-rounded career in the field of journalism. His last civilian duty was as city editor of the *El Paso Times*. In his Navy career he has had numerous assignments, afloat and ashore, stateside and overseas. Serving on the heavy cruiser USS *Chester* (CA 27) he saw action in the Battle of Leyte Gulf, the bombardment and occupation of Iwo Jima, the occupation of Okinawa, actions of Marcus and Wake Islands, and the screening carrier strikes off the China coast.

Joining the staff of ALL HANDS in 1946, LCDR Dennis has given the magazine the benefit of his enthusiasm and untiring work, plus his professional experience and a deep born love and loyalty for the Navy.

* * *

ALL HANDS welcomes aboard a new editor who brings with him a wealth of Navy experience, growing out of 29 years of service—nearly 20 of which have been served at sea.

Lieutenant Commander Charles J. Nash, USN, has been a part of the Navy since the age of 18, when he joined up as apprentice seaman and learned the ropes as a crew member of the battleship *Wyoming* (BB 32) in the early Twenties. From the day he entered recruit training, up through World War II, when a kamikaze crashed 15 feet from him on the deck of USS *Kalinin Bay* (CVE 68), LCDR Nash has crammed into his naval career all types of duty.

Rising through the enlisted grades and the officer ranks, Editor Nash knows the responsibilities which the Navy demands of all its members, and the opportunities it offers. He was seaman in *West Virginia* (BB 48) on its 14,000-mile cruise to Australia in the mid-twenties. He was a yeoman in the submarine tender *Canopus* (AS 9) on the Asiatic Station, and witnessed the guerilla uprisings in China a few years later. He could recall an even earlier Navy when he spent months in the three-masted square-rigged frigate USS *Constitution* (IX 21), during an east coast "cruise."

He helped commission the new cruiser *Portland* (CL 33); he sailed in the repair ship *Vestal* (AR 4) for four years; and he was manning a 20-mm. gun as battery officer in *Kalinin Bay* during the Battle of Leyte Gulf when the carrier was struck by suicide planes and shells from the Nipponese fleet.

In between these sea duties LCDR Nash served a hitch under CNO in Washington, Air Ferry Service Squadron, had billets in Pensacola, Fla., and Kodiak, Alaska—his last duty station.

With this salty, seasoned naval veteran at the helm, ALL HANDS carries on its tradition for printing information of "interest to the naval service as a whole."

The All Hands Staff



1952

ALL HANDS

1952

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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